CYCLE NEWS®

November 9, 1988 : Number 44

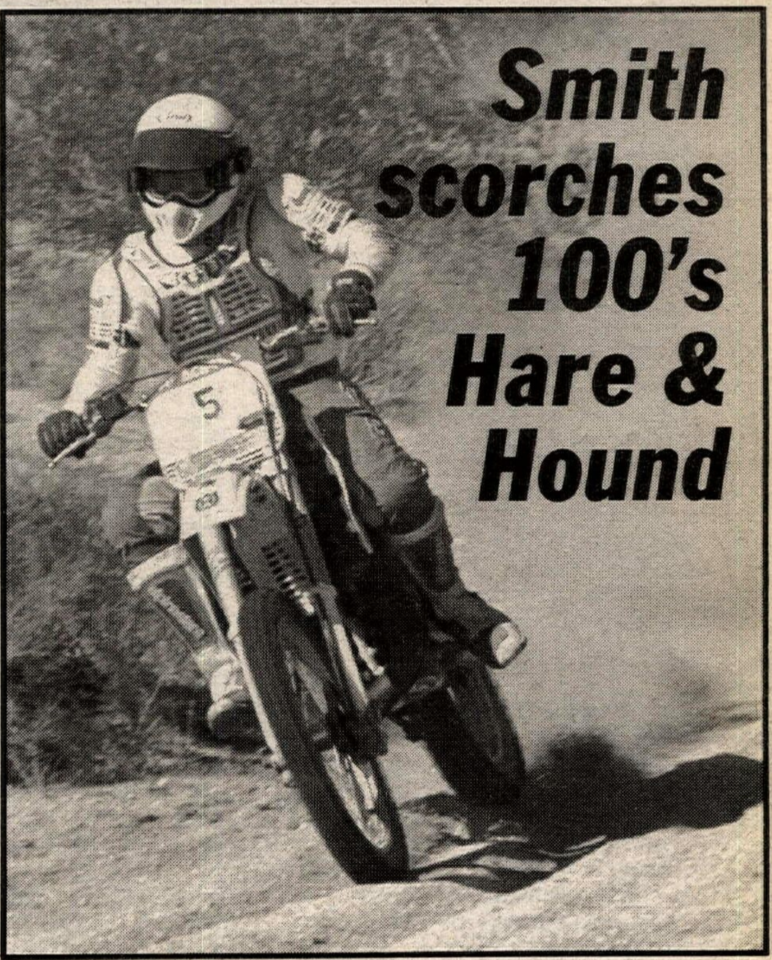
(Outside the U.S. $2.25) **$1.50**

Trans-Cal MX Series

Davis cleans house at Carlsbad

Suzuki unveils '89 lineup

Smith scorches 100's Hare & Hound



Illinois Cross Country C'Ship / Georgia 600 National Short Track

America's weekly motorcycle newspaper

TIME DATED MATERIAL MAILED NOVEMBER 1, 1988

In the WIND

BY PAPA WEALEY

According to Eddie Lawson's manager, Gary Howard, the three-time World Champion has not yet signed for the 1989 Grand Prix season, despite reports of his signing to ride a Rothmans Honda. "Eddie will probably be signing an agreement in a week or so," Howard said from his Tustin, California, office on Friday, October 28. When questioned as to with whom the contract will be, Howard replied, "The contract will be with Erv Kanemoto." Sponsor? "I have not been notified by Erv as to who the sponsor will be at this point," Howard answered. When asked if Lawson, who has been unavailable for comment and has changed his phone number, would be issuing a statement shortly, Howard said. "I don't know that Eddie will be issuing a statement. It will be up to Erv, Eddie and whoever the sponsor will be." Tuner Kanemoto is most noted for his championship-winning endeavors with three-time World Champion Freddie Spencer.

While Howard might not have known who the sponsor of the team is, the sponsor — Rothmans Honda — knew who they were. After we spoke to Howard we received a press release from Rothmans Honda that confirmed Lawson would ride Hondas in Rothmans colors in 1989. The press release contained the following quote from Kanemoto, who will manage the Rothmans-sponsored team: "For some time I've wanted to use my experience and technique to run a new team. Eddie approached me to ask Honda if machinery was available next season. They agreed and so we've been able to set up the new team."

Juan Garriga, the Spaniard who finished second to fellow countryman Sito Pons in the 1988 250cc World Championship, has inked a deal with Yamaha that will again see him contest the 250cc championship. This ends speculation of Garriga joining Giacomo Agostini's Marlboro Yamaha team in the place of the now-departed Eddie Lawson. At presstime, Marlboro had yet to sign a replacement for Lawson.

Rampant rumors from Japan have Marlboro Yamaha crew chief Kel Carruthers switching to Team Pepsi Suzuki in 1989. Carruthers, reached at his San Diego, California, home on Friday, October 28, refused to comment on the rumor. Texan Kevin Schwantz has already signed on as Suzuki's number one rider, but at presstime a number two rider for the Pepsi squad had yet to be signed.

Randy Hawkins (Suz) wrapped up the AMA National Championship Enduro Series title by finishing second to overall winner Kurt Hough (Kaw) at the Forest Hill, Louisiana, National Enduro, October 30. Third overall went to Jeff Russell (Yam), who was followed by Allen Gravett (KTM), Joey Hopkins (Kaw) and Dave Bertram (Suz). By winning the championship, Hawkins becomes the first rider in 18 years to win the title on a Japanese marque. The last rider to do it was Honda-mounted Jack McLane in 1970.

Hyper-Cycle's Carry Andrew and James Domay (Suz) clinched the 1988 AMA/CCS EBC Brakes Endurance Challenge Series title by winning the final round of the series, a three-hour endurance race at Daytona International Speedway, October 30. The two other teams with a shot at the title, Dutchman Racing (Suz) and 1987 National Champions Team Lockhart (Suz), suffered mechanical problems and a crash, respectively, to wind up second and third in points. The GTU class was won by Daytona (Hon) with Team Vertical (Hon) second, and Asphalt Aviators (Suz) third.

Expert Mike Smith was a triple winner at the October 29-30 AMA/CCS Daytona Race of Champions, taking championships in the Lightweight Superbike, Unlimited Supersport and Middleweight Supersport classes. Expert Cam Roos and Novice David Kamps were both double winners, with Roos taking the Lightweight Grand Prix and Heavyweight Supersport classes, and Kamps winning Middleweight Grand Prix and Middleweight Superbike. Full coverage in next week's *Cycle News.*

For the third straight year, Dan Smith (Hus) clinched the AMA National Championship Hare & Hound title by winning the final round of the series in Wickenburg, Arizona, October 30. Second place went to Garth Sweetland (Hus) followed by Paul Krause (Kaw) and Larry Roeseler (Kaw). Smith took the Open class win, as well, while first 250cc was Fritz Kadlec (Yam) in sixth overall. First 125cc was Kevin Case (Yam). Roeseler finished second in the point standings, and he also claimed the 250cc class championship.

The final round of the 1988 AMA Wiseco/Suzuki Grand National Cross Country Series in Tarentum, Pennsylvania, October 30, saw Kevin Brown (Yam) take the overall win, followed by Steve McSwain (Hon), Scott Summers (Hon), Scott Plessinger (Kaw) and Duane Conner (Hon). Ed Lojak (Hus) placed seventh and clinched the series title.

While you all know about the half mile, TT, speedway, motocross and car races that Agajanian Enterprises has promoted over the years at Ascot Park in Gardena, California, how many of you know that Agajanian Enterprises will promote a "monster truck" show in January? No, not at Ascot but in Japan at the Tokyo Dome!

The Thanksgiving Day weekend's Florida Winter Nationals/Mini Olympics at Gatorback Park in Gainesville will have an added class, the 51cc Automatic division. The stock class, which is open to riders from four to eight years of age, will contest MX, TT, scrambles, stadium-style MX and oval track races on specially designed courses. Entry forms are available from WorldSports, 1101 Ninth Ave., St. Petersburg, FL 33705, 813/822-8929.

The 1988 Mickey Thompson Off-Road Championship Gran Prix Series Awards Banquet will be held at the Newporter Resort in Newport Beach, California, on Saturday, November 19. Tickets are $35 each (tables for 10 at $350 each) and include cocktails, dinner, awards ceremony and dancing. Reservation deadline is November 11. For more information, call Rose Lembke at 714/938-4100.

APPOINTED: BSW Inc. as importer and Section-One Trials Products as distributor of Italian-made Fantic motorcycles in the western U.S.; another firm (still to be announced) will be handling distribution in the eastern portion of the country; Section-One Trials Products is a division of San Luis Obispo, California-based Miller's Motorcycles; for more information, contact Bob Miller at 445-B Prado Rd., San Luis Obispo, CA 93401, 805/543-7358.

The MTEG has announced the Mickey Thompson Off-Road Championship Gran Prix Series schedule for 1989. The series, which features 250cc Ultracross and off-road truck racing, starts at Anahiem, California, January 21. The remainder of the schedule is as follows: San Diego, California, February 25; Seattle, Washington, March 18; New Orleans, Louisiana, April 8; Houston, Texas, April 15; Pasadena, California, May 6; and Los Angeles, California, July 15. While no set dates have been announced, other series rounds will take place at Denver, Colorado, in September, and at Las Vegas, Nevada, in October. Plus, the Anaheim (January 21) and San Diego (February 25), California, rounds of the AMA Supercross Series will be promoted by MTEG. The two Supercross rounds will also count as two of three rounds in what was the MTEG Super Crown of Stadium Motocross Series last year. That three-round competition will carry a new, but as of yet unannounced title in '89. The last round of the series is scheduled to be held in Los Angeles, California, June 10.

Yamaha's 1989 MX team is now complete and there are some changes in the lineup. Micky Dymond returns for another season and will be backed by former Yamaha Support riders Doug Dubach and Shaun Kalos in the 250 and 500cc Nationals and 250cc Supercross Series. Damon Bradshaw, Michael Craig, Mike Jones and Mike LaRocco will contest the 125cc Nationals and Supercross events.

The final round of the Golden State Enduro Series has been rescheduled and relocated. It was to be held in conjunction with the Tecate 250K Enduro in Tecate, Baja California, Mexico, December 10, but will now be held in Coalinga, California, November 20. The Coalinga event will be called the White Mine Enduro. The Tecate 250K Enduro will still be held as originally scheduled. For more information about the White Mine Enduro, call 415/672-8680.

MARRIED: Ray Tetherton, Erik Kehoe's mechanic, and Scott USA representative Lisa Piatoni in Fullerton, California, October 22.

The AMA has tentative plans to form an International Six Days Enduro Board of Directors for 1989. They are looking for volunteers, who, at their own expense, will be willing to meet several times a year to help give direction to the USA ISDE effort. Interested parties should contact Hugh Fleming, AMA, Box 6114, Westerville, Ohio, 43081-6114, or call 614/891-2425.

Bob Hallgren, 53, of Lomita, California, claims he and his dog, Mitzie, are the first man and dog on a motorcycle to visit all 48 continental United States. The seven-and-a-half month, 28,000-mile trip attracted much interest from the media; according to Hallgren, he and Mitzie were the subject of 182 newspaper articles and appeared on 99 television shows. The trip was marred by one accident which resulted in Hallgren cracking some ribs, but Mitzie, a five-year-old Belgian shepherd, was uninjured.

WERA will host their 16th Annual Grand National Final along with the Suzuki National Cup Series Final at Road Atlanta in Georgia, November 3-6, with over $100,000 in cash and prizes up for grabs. There are 21 sprint class championships and five vintage class championships to be decided and, in addition, the 15th

(Continued to page 46)

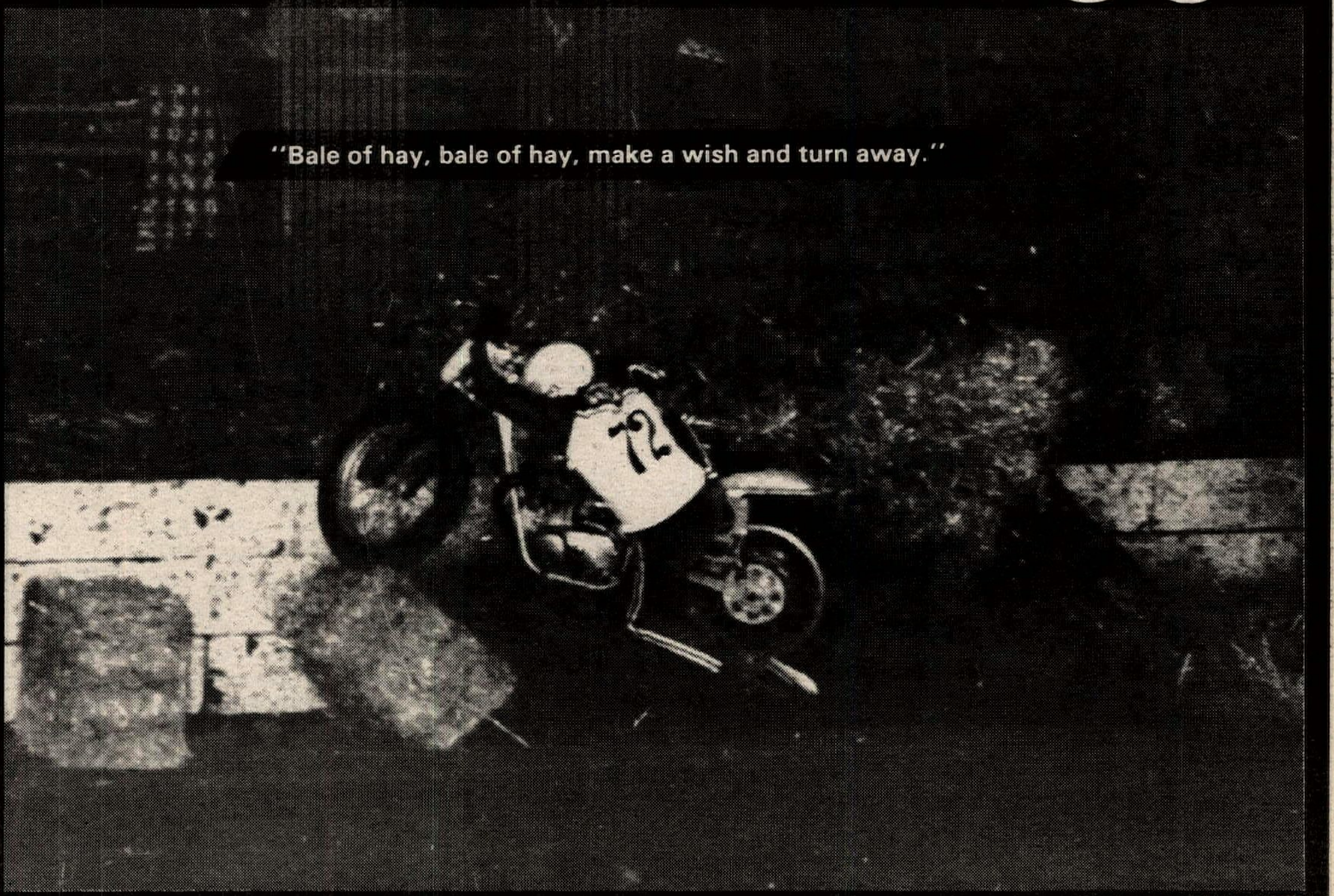
CYCLE dreams

That I got lost in the pages of motorcycling's Past, and a little bit carried away.

It was a freaky warm Sunday and I'd ridden since dawn. All the way back onto the backest backroads. One of those days where the sun's hot, but the earth's not. And, when our newtime night caught me miles from home, I tucked behind my Paso's red shield to finish the ride by instinct, near frozen. Shivering like a dog, I grabbed a new magazine and jumped into bed. The November Motorcyclist all about Heavy Artillery. Yeah! "Hopped-up, Exotic And Radical," it teased. Colored words and pictures that brought me up to temperature again! Articles about triple-legalspeed blower Beemers, fiery GSXRs, monster-muscled Kawis! Forkless superbikes, single-sided swingarms back and front! Hey! Future was here! I was racing right on into the Nineties! Until all my day's ride took its inevitable toll — and — letting the mag slip, I spun away into sleep. And BACK in time. Forty years back. Back through pages to when I first had a motorcycle. Back to another issue of that old magazine. NOVEMBER NINETEEN FORTY-EIGHT — it was all spelled out in caps, just like that. Mailed with but a two cent stamp, for only two bucks a year. Simpler, bigger pages, their prose minus today's volts of inventive passion. Just the black-&-white facts way back then, thank you very much. A lead story on the Sandy Lane Enduro through mud and dirt and wooded swamp, fought by the ironmen of their time. It was, that neat-&-clean print read, "a fine example of how a large group of good sportsmen can gather together and thoroughly enjoy themselves without arousing adverse criticism from John Q. Public." Ah, those guileless words of yore! Times so innocent, uncomplicated. Rolled-up blue jeans and black engineer boots, war surplus leather jackets and cloth caps. Sometimes potlid helmets and aviator goggles. For speed trials on the Dry Lakes decades before Shuttle! "Real Acceleration Combined With Silence And Docility," said that dream magazine's Black Shadow ad. "Performance With Comfort," proclaimed Hap Jones, of Douglas flat twins. Remember Velocette? Bazooka Mufflers for your big Indian Chief? Phelon & Moore's wee "Panther" singles? Those maniac Schaller Cams? "The World's Best Roadholder" Norton? You bet your ass it was a long time ago.

William Edgar

Over the edge



DAN MAHONY PHOTO

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inside

WIND: All the latest gossip and race results 2
NEW BIKES: GS500, RMX250 highlight Suzuki's '89 lineup 6
HARE & HOUND: Smith sails at tough 100s H&H 8
CROSS COUNTRY: Fredette flies at Illinois State Championship 12
SHORT TRACK: Davis wins season closer at Dixie Speedway 14
MOTOCROSS: Davis, Antunez demolish Carlsbad Trans-Cal finale 16
MOTOCROSS: Patterson wins Dick Mann Vintage MX 20
DRAG RACING: Vance, Kizer top guns at IDBA World Finals 18
INTERVIEW: Talkin' to 250cc World MX Champion John Van den Berk 22
LOCAL RACING: Storbeck storms to win at Monterrey International MX 26
RESULTS: Don't lie 19,32
CALENDAR: Start planning those long holiday weekends 33
WANT ADS: Just what you need 36

ON THE FRONT PAGE: (Clockwise from top) Jeremy McGrath (125) grabs the holeshot over winner and double-class champ Ty Davis (1) at the final round of the Trans-Cal Series at Carlsbad Raceway. Coverage begins on page 16. Photo by Ken Faught. Dan Smith took a start-to-finish victory at the 100s M.C. Hare & Hound. See page 8 for details. Photo by Tom Van Beveran. World Champion 250cc MXer John Van den Berk is interviewed on page 22. Photo by Alex Hodgkinson.

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CYCLE NEWS

America's motorcycle newspaper

Volume XXV

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Cycle News (USPS 141-340) is published weekly except the first and last week of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA, and additional mailing offices.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: One year, second class mail, $50.00.

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Voices

Tough sledding

Was the 100s M.C. District 37 Hare & Hound race a "fun-filled race?" Absolutely not! The second loop of the October 23 100's race can and already has been described by a very large number of riders as: a) Unnecessary. b) Wrong. c) The worst last loop we've seen. d) Dangerous. And in the words of a 100s club member, "Not the right thing to do."

Every year at this time the District 37 clubs seem to be in competition to see who can put on a race that fewer and fewer riders can finish without: a) Bodily injury to themselves or someone else. b) Lots of damage to one's equipment. c) Deciding to take up another sport.

My main gripe concerns the hills we constantly have to run up and down, unclimbable by many, with no alternate routes to take if you can't ride right up. I'm not for all fast ground either; the technical stuff is great and lower speeds, in my opinion, are of some value.

If this sport is to grow and improve, I'm sure, as are a lot of other District 37 riders, that the kind of race the 100s put on is detrimental to that growth.

By comparison, the 100s race last year was the best I and many other riders remember. I point out the 100s race as an up-to-date example only. There are many others equally as guilty. (Only 59 riders finished the last loop of the Check Chase race on October 9.)

DONALD WALLEN
Lake Elsinore, CA

Excellent sledding

I would like to congratulate two District 37 clubs for (laying out) excellent courses (for races).

First, the Checkers M.C. designed an excellent course with "new terrain" in a *very used* area of the desert.

Secondly, the 100s M.C. provided all riders with a fantastic course. The course markings were excellent. Organization of this event was first class — fast sign-up, quick tech inspection, and beautiful start/finish banners. In addition, pit locations provided maxiumum spectator appeal.

Both these events deserve AMA National Championship Hare & Hound status.

GRANT PALENSKE
Laguna Beach, CA

Cheers for Champions

I would like to thank John Martin and Tony Hendon for donating their time at the hare scramble school they held at the Minnesota round of the AMA National Championship Hare Scrambles Series. Not only did John donate his time and his track, but he asked Tony, the 1988 National Hare Scrambles Champion, to spend an extra day of his time assisting us. What a deal! How often can you ride with two National Champions and have them analyze your techniques. I have ridden for 15 years but I still learned a lot.

John plans on having this school again in 1989 and I suggest that anyone serious about cross country/hare scrambles racing make plans to attend next year. The only cost of the school was a donation to a fund that goes to the top placing Minnesota rider in the National Hare Scrambles Series next year.

Any way you look at it, John and Tony are really helping our sport.

DAVID E. SHELLY
Shreve, OH

YSR events

I need information on any YSR50 racing in a 100-mile radius of Delaware. This is a sad state to live in if you want to race motorcycles.

ED LINK
Newark, DE

If we receive any word on YSR50 events in your area, we'll relay the information to you . . . Editor.

Other issues

Being an avid motorcyclist for over 15 years, I feel I must comment on Hal Sanguinetti's letter in the October 26 issue.

To vote for a candidate based solely on one issue is ignorance at best. We must consider the many more important issues at hand that need to be thought out before casting our votes.

Hal comments about the threat of Mike Dukakis and Leo McCarthy. I feel more threatened by narrow minded people who are given the power and authority to make decisions based on their pocketbooks instead of their hearts and minds. The Reagan/Bush administration has done its best to set civil liberties back 30 years, dump more money into defense, raise the deficit considerably, and has employed a dirty trail of heroic adventurers such as Ollie North, John Poindexter and Elliot Adams (to name a few). We should continue this? To condone such thinking any longer, we can be assured that when nuclear annihilation comes we will have plenty of riding area. Sick.

So, Hal, on November 8 I'm putting on my helmet, riding down to the polling place and voting for the most realistic candidates. I only hope my visor doesn't fog up.

RICHARD F. HAMILTON JR.
Canoga Park, CA

The issue

I would like to second everything stated by Mr. Sanguinetti in his recent letter about the importance of voting. Politicians are finally realizing that we represent a large portion of the public. An example is the appearance of Senator Pete Wilson as the keynote speaker at the CORVA birthday party.

There are three close races in southern California and if they go the wrong way, you can bet that you will lose riding areas. The first and most obvious is the re-election of Pete Wilson. Without him, you can kiss the desert goodbye.

The second is Los Angeles County Supervisor Mike Antonovich in the 5th District. If you are one of the many people who want a replacement for Indian Dunes and you do not produce at least 10 votes besides your own for Mike, you do not deserve a place to ride.

The third is Congressman Robert Lagomarsino in Santa Barbara County and the coast of Ventura County. Although you may have never ridden the Johnson Ridge Trail to Sespe Hot Springs, please help keep this trail out of Wilderness for those who have. The Congressman has introduced legislation to protect this trail from a big Wilderness grab. If he goes, you can bet the trail will also.

If you live in any of these districts you owe it to yourself to vote and get all of your friends and neighbors to support these candidates. If you do not live in the mentioned districts, call a friend who does and make sure that he votes.

We used to say that if you are not part of the solution, then you are part of the problem. Now, if you are not part of the solution, it won't matter, just find a new hobby.

JERRY COUNTS
Countdown Engineering
Canoga Park, CA

Weighty reply

In reply to Mr. Hugaboom's letter, Weighty matter, in the October 26 issue: Everytime Harley-Davidson wins a race or a title someone surely writes accusing them and the AMA of conspiring to bend the rules. The fact is regardless whether Shobert's appeal had been upheld or not, he and Honda would not have won the (Grand National) Championship.

But what really caught my attention was Mr. Hugaboom's statement that Harley-Davidson should buy a Honda engine and study it extensively. Come now, Mr. Hugaboom, who really does the buying and studying? Why does the RS750 so closely resemble an XR750 in the first place? And where in actuality was the RS750 designed? And what about the Honda 250 Rebel, with its Harley Fat Bob styling. Depending on one's point of view, that machine is either flattery or an insult to the Harley-Davidson Motor Co. and its designers. The new Honda softail suspension is an almost carbon copy of Harley's. I wonder how long it will take them to come out with a Springer front end. Then there are all the other Japanese imitation Harley-Davidsons.

Look at the Japanese motocross bikes which were floundering in the early 70's until, with their big yen, they hired the best motocross designers and riders Europe had to offer. The successful Japanese trials bikes were designed by Sammy Miller and Mick Andrews after they were hired away from Bultaco and Ossa, two small companies who built motorcycles for the love of the sport and not for multi-million dollar profits. These companies and many others throughout the world, who produced fine motorcycles, have fallen by the wayside, due largely to Japanese business practices.

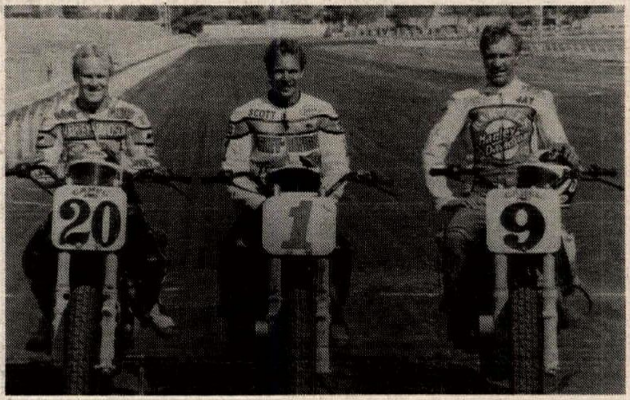
Harley-Davidson has not stayed alive, Mr. Hugaboom, by studying and reproducing Hondas, or by manipulating the rules with the AMA.

These are the reasons I have never and will never own a Japanese motorcycle, and will remain an avid Harley-Davidson enthusiast for life.

Congratulations, Scotty and Harley, you earned it.

KEVIN R. NIRSCHL
Fayetteville, NC

Congratulations # 1 Team Harley-Davidson®



AMA Grand National Championship top ten finishers (left to right): Chris Carr (3rd place), Scott Parker (1st place), Jay Springsteen (9th place).

#1

Scott Parker, won the 1988 AMA Grand National Championship.

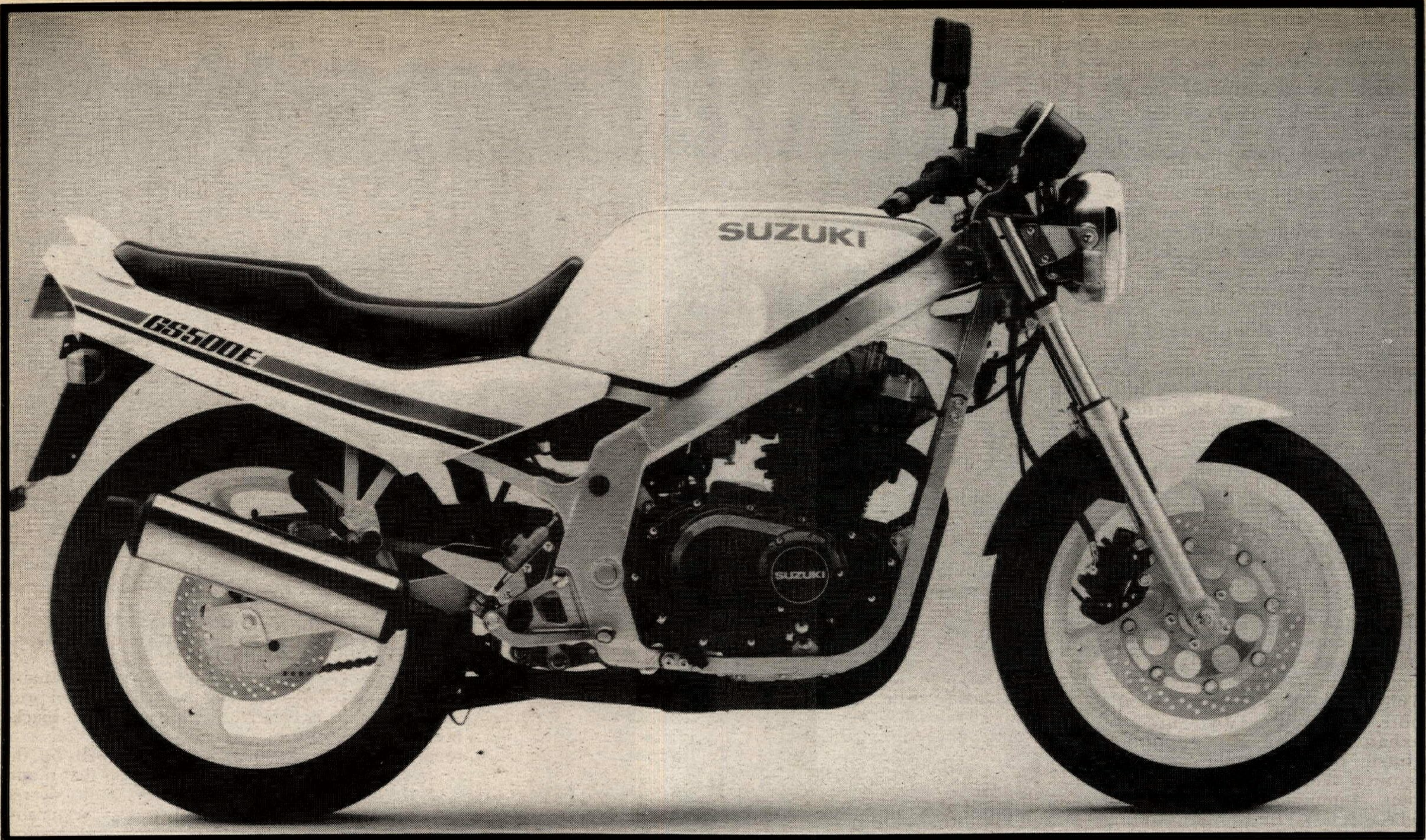
#1

Chris Carr claimed the AMA 600 National Championship.

#1

Harley-Davidson finished first in the 1988 AMA Manufacturer's Point Standings.

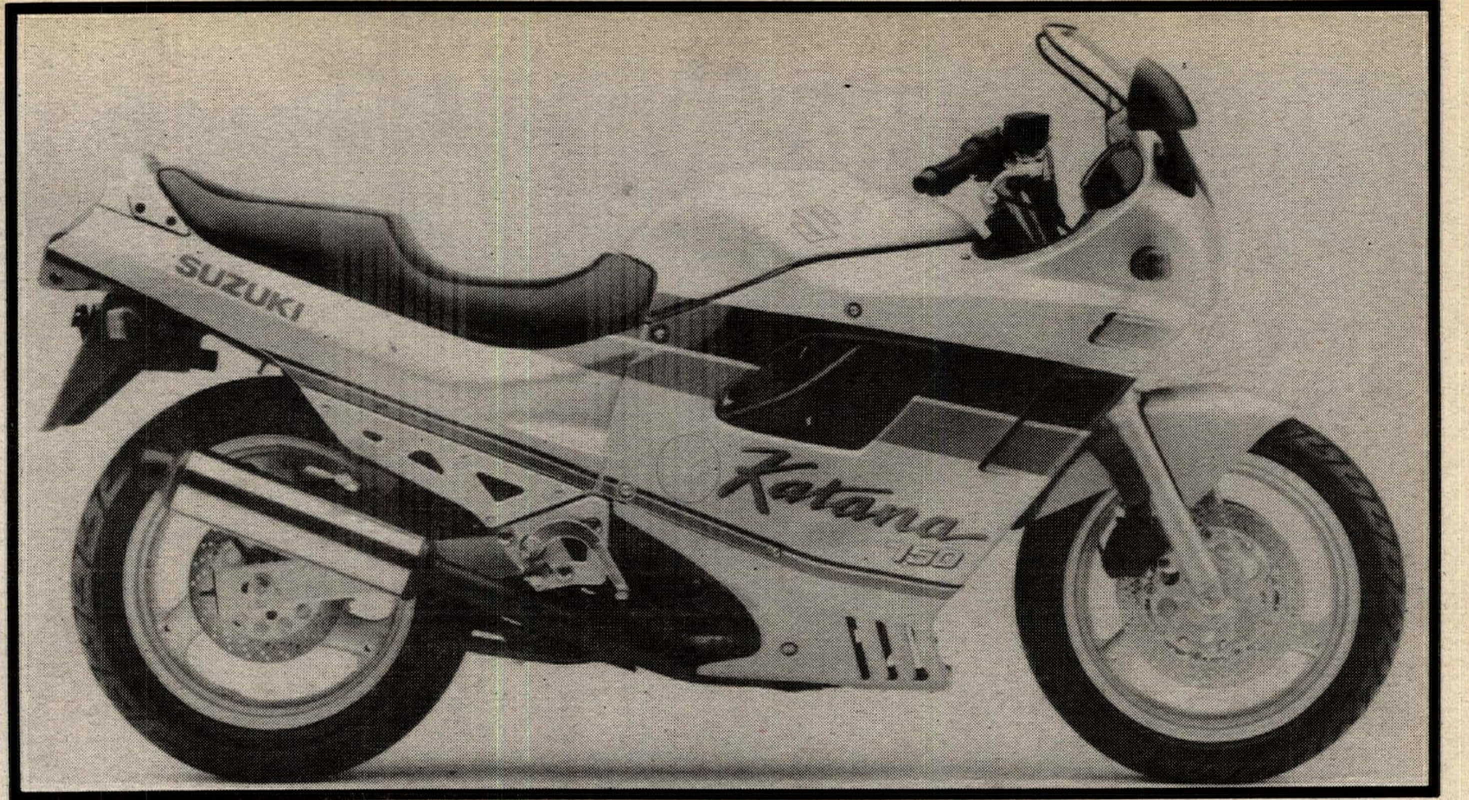
HARLEY-DAVIDSON® Racing



The twin-cylinder GS500E is aimed directly at the "entry level" buyer and with a suggested retail price of $2999 it's expected to sell well.

Budget priced GS500, 750 Katana, off-road RMX250 top '89 Suzuki new models

The RMX250 is a "ready to race" off-road competition bike that has been undergoing development throughout 1988. It will retail for $3899.



In what could only be described as an upbeat meeting, Suzuki unveiled four new models at its annual dealer meeting in Reno, Nevada, September 26-28.

"The Suzuki team — a powerful partnership" was the theme of the show. Company executives informed the assembled dealers of new programs and product and a commitment to work together with them that would hopefully enable Suzuki to increase its present 13% motorcycle market share to 25% in two years time. Better floor planning, increased co-op advertising, an improved financing program, assistance with left-over models, and other business plans were announced. Details of the plans were not released to the press.

A new twin-cylinder 500, the GS500E, received the audible approval of the assembled dealers — particularly after it was announced that the suggested retail price of the bike would be $2999. The "entry-level" Suzuki GS500E is powered by a DOHC, air-cooled, four-stroke 487cc engine, and features include electric starter, vibration-damping counterbalancer, six-speed transmission, automatic cam chain tensioner, 33mm Mikuni Slingshot smoothbore carburetors, two-into-one exhaust system, cable-operated clutch, microcomputer-controlled ignition, Full-Floater rear suspension, aluminum alloy three-spoke wheels (3.00 x 17-inch front and 3.50 x 17 rear), single disc brakes front and rear (12.2-inch front and 9.8 rear), 4.5-gallon gas tank, and a claimed dry weight of 372 pounds.

Optional accessories for the GS500E include a headlight cowling and lower cowling that add a "performance" look to the entry-level bike.

The GS500E will be available in February and color choices are white, black or red.

The Suzuki RM250X is designed for off-road competition and development and testing of the new model saw a RMX-modified RM250 motocrosser ridden to this year's AMA National Championship Enduro Series title by Randy Hawkins and three RMX-modified RM250s carry riders to gold medals in the ISDE in France.

The RMX250 features a two-stroke, single-cylinder, water-cooled 249.6cc engine with 67 x 70.8 bore and stroke, a compression ratio of 8.64:1, primary kick starter, five-speed transmission, a 38mm Mikuni Slingshot carburetor, case-reed induction, a 12.8-inch travel Full-Floater rear suspension that combines a lightweight aluminum alloy casting with extruded aluminum alloy arms and a snail-cam chain adjusting system designed for fast wheel changes, upside down fork with 18 externally adjustable compression damping settings and 21 externally adjustable rebound damping settings with 12.2 inches of wheel travel, single disc brakes front and rear, a 2.9-gallon fuel tank, 14.4 inches of ground clearance, and a claimed dry weight of 238 pounds.

The RMX250 will be available in the spring of '89 and will carrry a $3899 suggested retail price. It will be yellow with a blue seat and blue-painted chrome-moly steel tubing frame.

The 1989 Suzuki GSX750F adds a 750 Katana to the existing 600 and 1100 Katana lineup. The GSX750 Katana's engine is based on the DOHC, four-valves-per-cylinder GSXR750 powerplant and is identical in displacement, 749cc, bore and stroke, 73 x 44.7mm, and valve sizes, 28.3mm intake and 25mm exhaust, but has a lower compression ratio, 10.7:1 as compared to the GSXR's 10.9:1. Like the GSXR's engine, the 750 Katana's engine features Suzuki Advanced Cooling System which combines air cooling with a separate oil flow system that carries engine heat to an aluminum cooler mounted in front of the frame's downtubes. The 750 Katana's double-cradle frame is steel, unlike the GSXR's aluminum box frame, and that is one factor in the Katana weighing a claimed 461 pounds as compared to the GSXR's 429.

According to Suzuki, the GSX750F offers more torque than the GSXR750; new cam timing and a larger starter clutch housing gives the Katana more torque from idle, at low rpm, and at middle rpm.

Features of the GSX750F include 36mm Mikuni Slingshot carburetors, four-into-two exhaust system with head pipe chambers designed to improve low and mid-range response while maintaining high-rpm output, Full-Floater rear suspension with 5.4 inches of travel, 41mm three-way adjustable damping front fork with 4.9 inches of travel, a 5.3-gallon gas tank, and 17-inch aluminum alloy three-spoke wheels (3.00 x 17-inch front and 3.50 x 17 rear) with Metzeler V-rated tires (110/80-17 front and 150/70-17 rear). Stopping power is provided with two 11.4-inch stainless steel alloy front brake discs with floating carrier mounts and four-piston calipers and a single rear disc. Other features include a handlebar-mounted choke control lever, tripmeter and fuel gauge, easy access engine idle adjuster, mounting tab for optional tank bag, and teardrop-shaped rear view mirrors.

The GSX750F will be available in December and its suggested retail price is $5299. It will be available in either blue or silver.

The 1989 Suzuki GSXR1100K gets added power and torque via the Katana 1100 engine, which boosts the GSXR1100's displacement from 1052cc to 1127cc. The four-cylinder, four-valves-per-cylinder, DOHC TSCC, air-cooled with SACS powerplant delivers a claimed 81 lb.-ft. of torque at 7000 rpm. Features include Suzuki's DAIS (Direct Air Intake System) which routes air from a fairing intake into the right-side frame rail and then through the rear frame cross tube and into the airbox intake and then into the four 36mm Mikuni Slingshot carburetors, stainless steel four-into-two exhaust system, adjustment free cam chain with automatic tensioner, hydraulically operated clutch with new diaphragm spring system, new curved oil cooler, larger 43mm front forks with cartridge damping system, new 17-inch hollow three-spoke wheels, chrome-moly steel axles, Z-rated low profile radial tires, and newly designed fairing.

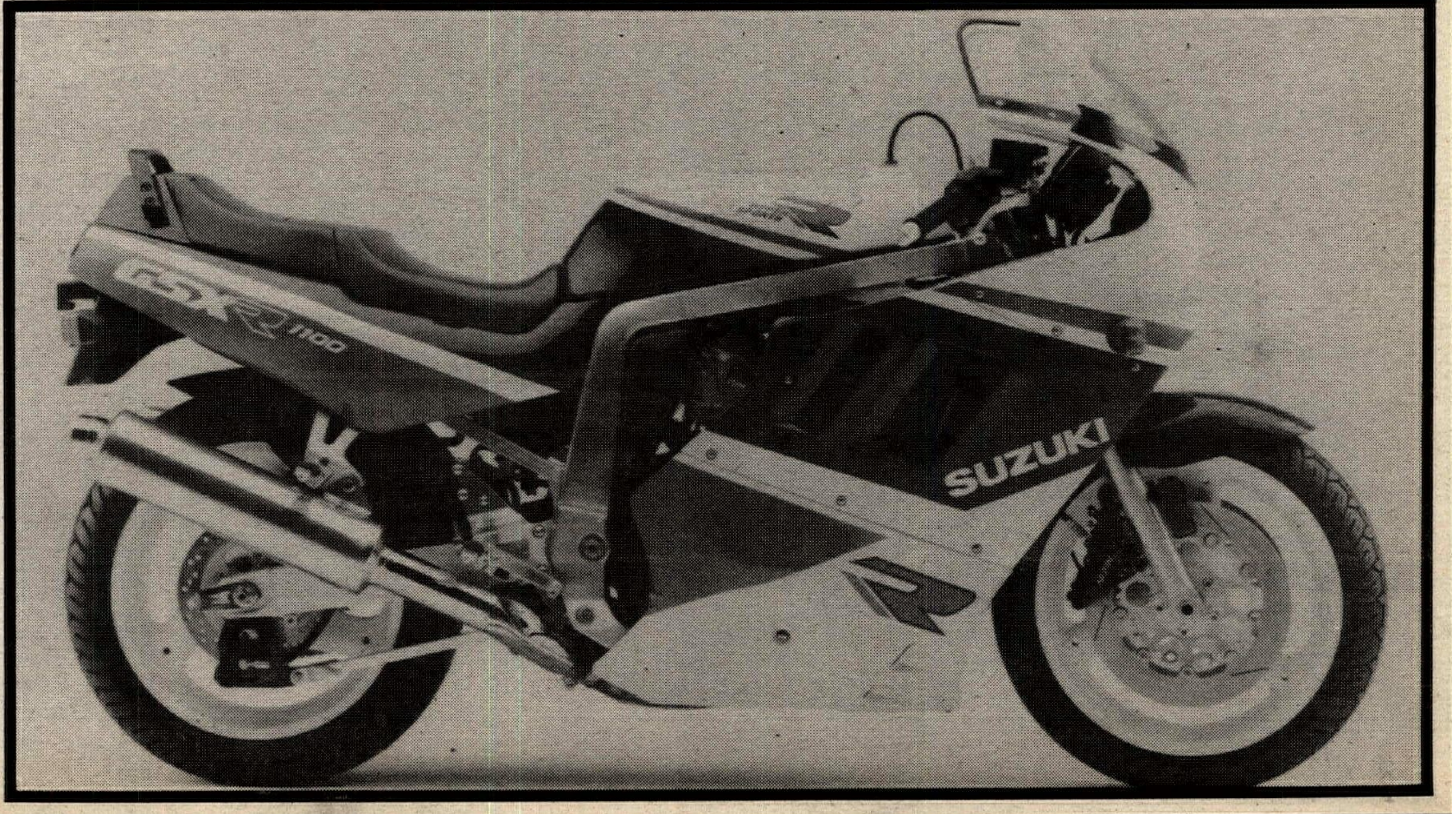
The GSXR1100K will be available this month at a suggested retail price of $6599 in blue/white or black/silver.

Returning in 1989 will be the GSX600 and updates on that model include a stainless steel covered muffler body, three-way adjustable rebound damping front fork, hollow three-spoke wheels, a wider rear wheel rim (to 3.50-inches from 3.00-inches), floating type front brake discs, handlebar-mounted choke lever, adjustable front brake lever position, and easier to read instrument face. Suggested retail price is $4399 and its available in black/blue or red.

The GSXR750K carries a suggested retail price of $5799, up $600 over the 1988 price, and new features include a stainless steel covered muffler body and adjustable front brake lever position.

The 747cc V-twin VS750GLPK Intruder remains virtually unchanged and will be available in purple at a suggested retail price of $4299. The 1360cc V-twin VS1400GLPK Intruder also returns, and carries a suggested retail price of $6499.

The V-4 GV1400GDK Cavalcade returns, available in black/silver at a suggested retail price of $9999. •



Husqvarna's Dan Smith led from start to finish to win the 100s M.C.'s Championship Hare & Hound in Lucerne Valley, California.

Paul Krause was in fifth place after the bomb run. He would eventually push his big-bore Kawasaki into second by the finish.

Best of the West Series

Smith wins 100s M.C. C'ship Hare & Hound

By Tom and Anne Van Beveren
Photos by Tom Van Beveren

LUCERNE VALLEY, CA, OCT. 23

Husqvarna ace Dan Smith shut the door on the competition to score a wire-to-wire victory at the 21st Annual Championship Hare & Hound hosted by the 100s M.C. near Soggy Dry Lake.

Through 40 miles of fast-paced dust in the first loop and 40 miles of grueling rocks that kept average speeds below 30 mph in the second loop, Smith never missed a beat. The hard-charging Husky pilot was out in front all the way and had opened up almost two minutes on his nearest rival by the time he streaked in to take the checkered flag.

"One hour and 37 minutes for the second loop? That's an awfully long time for 40 miles. It shows you how tough that last loop was," an obviously tired Smith told *Cycle News*. "The second loop was really tight and technical — virgin rocks all the way, and it went on forever. I stopped and took some extra gas about a mile back and I don't know if I would've made it in without that. It would've been really close."

Smith took command almost as soon as the starting banner dropped at 9.45 am. A quick jump off the starting line put him out in front of the dust, and he was pushing hard on the sandy run up the first valley. Also quick off the line were Kawasaki pilots Ron Shuler and Cliff "Diver" Thomas, and Vet Expert Phil Cloward, but when the wide open terrain of the bomb run narrowed to single file through Victor Pass, Smith squeezed through to grab the number one spot.

"There were three of us all dicing for the lead," said Smith. "I finally aced them right when we got to the end of the bomb, and just as well. The dust on the first loop was unbelievable. Being out in front made a lot of difference."

Kawasaki's Paul Krause was pushing hard in fifth as the racers picked up the pink-ribboned trail, with 250cc teammate Grant Palenske leading his class through in seventh overall, and Honda's Chuck Miller brought up the rear of the pack. "I didn't get a very good start at all," said Miller. "I think I was dead last off the line and I had to ride in dust for the whole first loop. It made it pretty difficult to make up time."

Krause spent the first 40 miles making the most of the fast-paced terrain. "I got up into fourth going across the first valley and tried to keep pushing from there," said the determined KX500 pilot. "It took me forever to catch up to Shuler, and then I got Cliff (Thomas) just as we came into the pits."

Smith was still going strong when he led the way into the pits at the end of the first hour of racing. A quick refuel, a change of goggles and a mouthful of water had the race leader back in the saddle before anyone else appeared on the horizon, and the dust leading out into loop two had all but settled when Thomas and Krause charged into the pits just over a minute later. Some fast work in the Team Green pits put Krause a few seconds ahead of Thomas, as they raced out into the 40-mile second loop, and Krause's advantage increased even more when Thomas went down in the rocks just a few hundred yards further on.

Shuler was still up with the pace in fourth as he hit pit row, with Palenske still leading the 250cc competitors in fifth, more than two minutes ahead of fellow 250 pilot Scott Stearns in sixth. Miller's never-say-die attitude had leap-frogged him up to seventh, almost neck-in-neck with front-running Vet Phil Cloward. Phil Gargone and Kirk Kovaleff rounded out the top 10.

Charley Barney was out in front of the Vet 250cc contenders in 14th overall; John Braasch was aboard the first 125cc to appear in the pits, and So. Cal's Bobby Owens was out in front of the Amateur division.

The wide-open racing came to a screeching halt as soon as loop two began. "It goes through the Fry Mountains and it's over 50 percent virgin," one of the 100s M.C.'s course workers told *Cycle News*. "There are a lot of breath-taking downhills and humungous rocks all over the place. It's tight, real tight all the way."

The brutal course was right up Smith's alley. "It was really tight and technical just like the last loop of the Check Chase but there was 40 miles of it today," he said. "I thought it was great."

"It was really tough the whole way," Krause agreed. "It was good and technical with a lot of rocks and lots of places with no trail at all. It looked like (the 100s M.C.) took their time and put together a good course for us."

Further back in the pack, the course reviews were not nearly as positive. "Too long, too much," was the comment from Phil Gorgone. "If it was 15 miles shorter it would've been fun. Only 10 percent of the guys out here are in good enough shape to ride that stuff. Unfortunately, I'm not one of them."

Shuler agreed. "I didn't think I was going to make it," said the KX500 pilot. "The first loop was good but the second loop — that was only good for the top two percent of the riders. Not for me, that's for sure."

The tough terrain coupled with unusually high temperatures proved too much for some of the racers. Thomas called it quits midway around the second loop; Cloward, who had led the Vet division all the way, reportedly succumbed to the heat shortly after Thomas, and many of the other racers also bailed out and took the shortest route back to the pits.

But the grueling terrain gave some of the racers the edge they were looking for. "I lost my rear brake in the second loop and you should've seen me coming down some of those hills," said Yamaha pilot Scott Anderson. "It let me pass quite a few guys, but not on purpose. I didn't mean to go down the hills like that!"

Smith was still maintaining a steady two-minute lead when he passed the halfway point in the second loop and headed down the infamous boulder hill just before check seven. Tire tracks showed that only two riders had braved the rock-strewn virgin descent before Smith arrived, and it was no wonder that many riders were missing check seven's brown crayon mark at the end of the race.

Back in second, Krause was still trying to make up time on the race leader, but his bid for the number one spot was not going well. "I could see Dan pretty much all the way but in the last loop I just kept tipping over," Krause.

Miller's come-from-behind effort was moving him steadily up through the pack, and Palenske was still going strong at the head of the 250cc division. "It was excellent — the second loop was fantastic," said the KX250 racer. "I was having a great time but then my swing arm axle starting coming out about 10 miles

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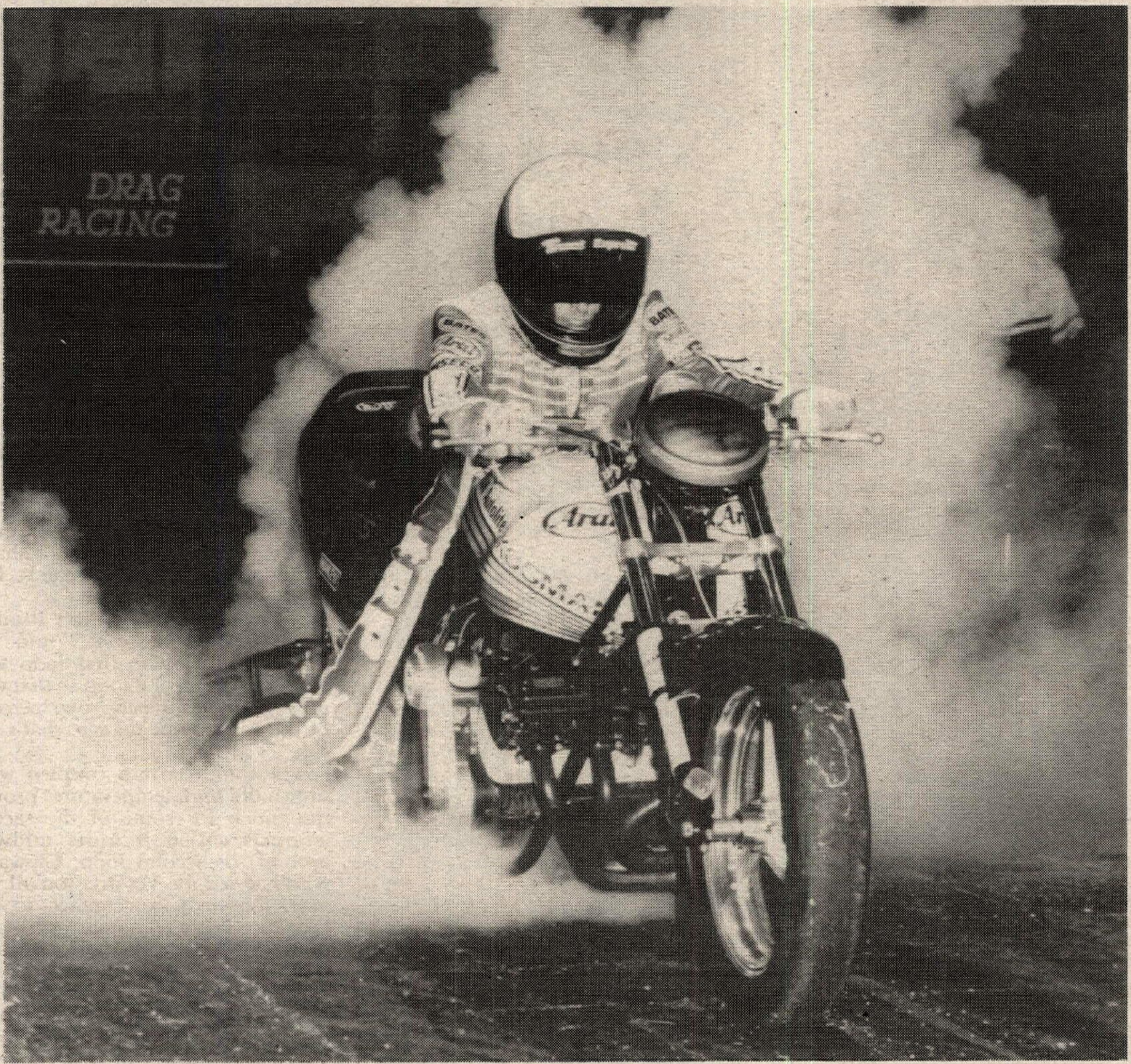
RACING



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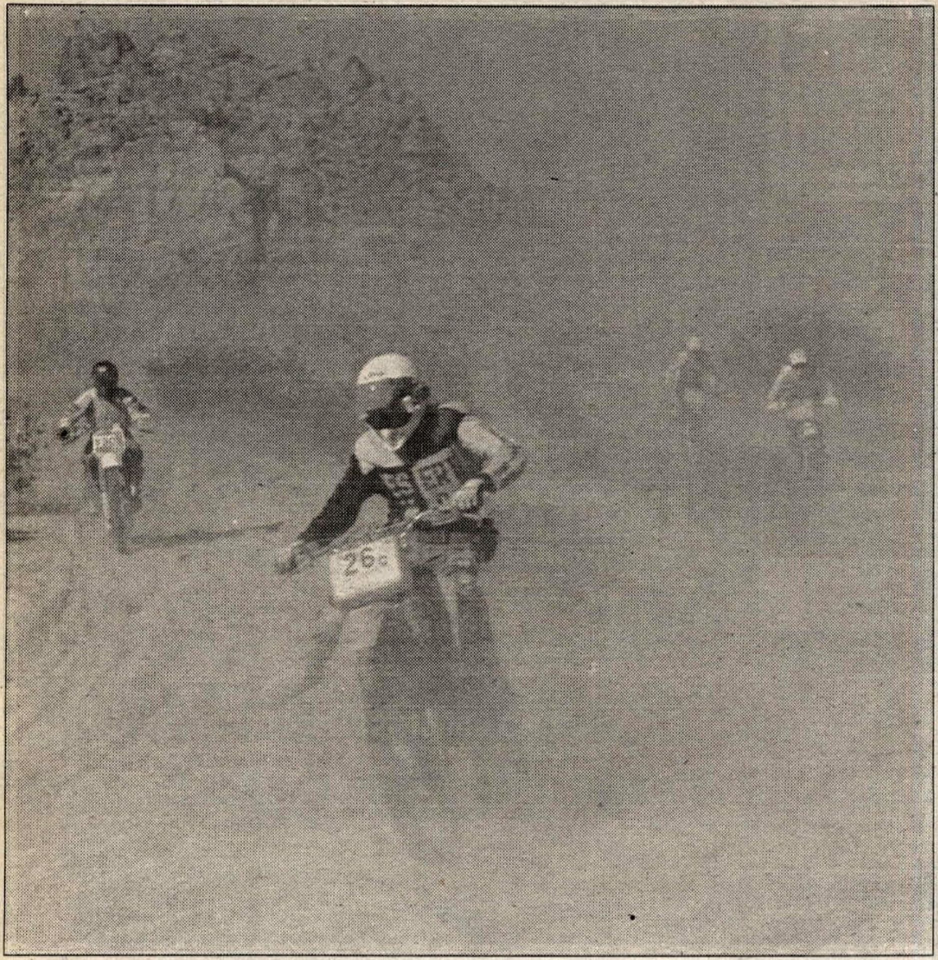
Grant Palenske (206) was passed by Chuck Miller in the last nine miles when his swingarm bolt tried to back out. He still finished first 250cc.

Husky-mounted Phil Cloward was leading the Vet Expert class for most of the race before pulling out during the grueling second loop.



Dust played a major factor in the first 45-mile loop, while the second 40-mile loop was tight and rocky.

from the finish. I had to hold it in with my foot. It was pushing my foot off the peg all the way in but there was no way I was going to give up."

Further back in the pack, the battle for Vet class honors was starting to heat up. With Cloward out of the running and second-place holder Kirk Kovaleff starting to tire, Mike Mulconery started to make his move. "Charlie Barney and I were bar-to-bar most of the first loop until I went over the handlebars in a ditch, but I got him back about halfway around and led all the way after that," said the Husky pilot.

But despite all the last-minute reshuffling going on back in the pack, Smith's number one position was never challenged. Despite a quick stop to take on extra gas two miles out from the finish, the race-long leader was still two minutes ahead as he raced in to take the checkered flag after an exhausting two-and-a-half hours in the saddle.

"Forty miles of tight stuff — that last loop went on forever," said the Cagiva N.A/Goldbelt/Scott/Auto-lite/Arai/Alpinestar/Maxima/Metzeler/Tsubaki/Acerbis/Renthal/F&L/Z Racing/Exceed Sports Nutrition-backed Smith. "It was really good and technical — a real rider's course and I had a good time. The club did a super job marking the course and they're running a Pro class today, so I even won some money."

Krause sprinted home less than two minutes behind Smith to claim second. "I had a good race, just picking off one rider at a time, but I guess I fell one short," said the Kawasaki/Tsubaki/Answer/Smith/White Bros./IMS/Metzeler/Spectro/Shoei/F&L/PSI-sponsored racer, who squeaked in with about a teaspoon of gas to spare. "That last loop was great and it was marked really well too. I didn't get lost once."

Crossing the line to claim third was Miller, who moved up four places in the final stages of the race. "I kept charging and some guys made some mistakes," said the Honda ace, who thanked Scott USA, Hondaline and Desert M.C. "I'm starting to get my timing back after not racing for a while, and I didn't give up or back off this time."

Palenske kept his swingarm axle in place long enough to claim fourth overall and first in the 250cc division. "It was a good, tight, technical ride," said the Team Green/Metzeler/Spectro/O'Neal/Shoei/Scott/F&L/White Bros./Tsubaki/Renthal/Acerbis-backed Palenske. "They used lots of the National enduro course from last year. I loved it and I led the 250s all the way."

Palenske was followed in by 250cc privateer, Suzuki-mounted Scott Stearns. "I was way back at the bomb — 30-something they told me — but I moved up gradually," said Stearns, who thanked his mom and dad, Charlie Morris, Sr. and Charlie Morris, Jr. "I broke my clutch cable going out on the second loop and that was really something. I had to rev the bike like crazy then jam it into gear through all the rocky stuff."

Ron Shuler brought his Kawasaki of Riverside/Racetech/Spectro-backed KX500 home in sixth. "The first loop was good but the second loop — not for me, that's for sure. I was just riding to finish by the end of it," said Shuler.

Seventh overall was claimed by Pro-Circuit-backed Gorgone, with Mike Mulconery taking the Vet honors in eighth. "The second loop was tough — real Checker's stuff," said Mulconery.

Answer Products/Kesco/Tulare Honda-sponsored Mike Kornwinder crossed the line in ninth (fourth Open Expert), just ahead of Vet racer Kirk Kovaleff and YZ250 pilot George Pennington. "Tough, tough, tough," was Kovaleff's description of the course. "I haven't ridden in five months and it nearly killed me."

The first Amateur racer to cross the line was Eric Anderson in 12th overall. "It was really rocky," said the Husky pilot. "It was fun but it sure kicked my butt."

John Braasch took his Yamaha of Covina/Yamaha Motor Corp./Hi-Point/Pro-Circuit/Spectro-back YZ to the 125cc win in 14th overall, just ahead of Steve Parson, the second Amateur class racer to cross the finish line. "It was alright," said Parson, "but I had to do the whole second loop on two flat tires, so I'm pretty tired."

Two places back, the 250cc Amateur win went to Bobby Owens, and Dave Kersting came in at the head of the Senior racers in 25th overall. Gary Garland pushed a front flat most of the way to score second in the Senior division, and Jeff Capp claimed victory in the Novice class.●

Results

O/A: 1. Dan Smith (Hus); 2. Paul Krause (Kaw); 3. Chuck Miller (Hon); 4. Grant Palenske (Kaw); 5. Scott Stearns (Suz); 6. Ron Shuler (Kaw); 7. Phil Gorgone (Kaw); 8. Mike Mulconery (Hus); 9. Mike Kornwinder (Hon); 10. Kirk Kovaleff (Hon); 11. George Pennigton (Yam); 12. Eric Anderson (Hus); 13. Dave Wasden (Hus); 14. John Braasch (Yam); 15. Steve Parson (Hon); 16. Steve Smith (KTM); 17. Bobby Owens (Hon); 18. Dwayne Lewis (Yam); 19. Mark Mangold (Hon); 20. Scott Anderson (Yam).

OPEN EX: 1. Dan Smith (Hus); 2. Paul Krause (Kaw); 3. Chuck Miller (Hon).

250 EX: 1. Grant Palenske (Kaw); 2. Scott Stearns (Suz); 3. Phil Gorgone (Kaw).

125 EX: 1. John Braasch (Yam).

VET OPEN EX: 1. Mike Mulconery (Hus); 2. Kirk Kovaleff (Hon); 3. Mark Mangold (Hon).

VET 250 EX: 1. Scott Anderson (Yam); 2. John Tobin (Yam); 3. Mark Kiel (Hon).

SR EX: 1. Dave Kersting (Kaw); 2. Gary Garland (Yam); 3. Al Hull (Yam).

OPEN AM: 1. Eric Anderson (Hus); 2. Steve Parson (Hon).

250 AM: 1. Bobby Owens (Hon); 2. Dwayne Lewis (Yam); 3. Glen Armstrong (Yam).

VET 250 AM: 1. John Carnett (Yam).

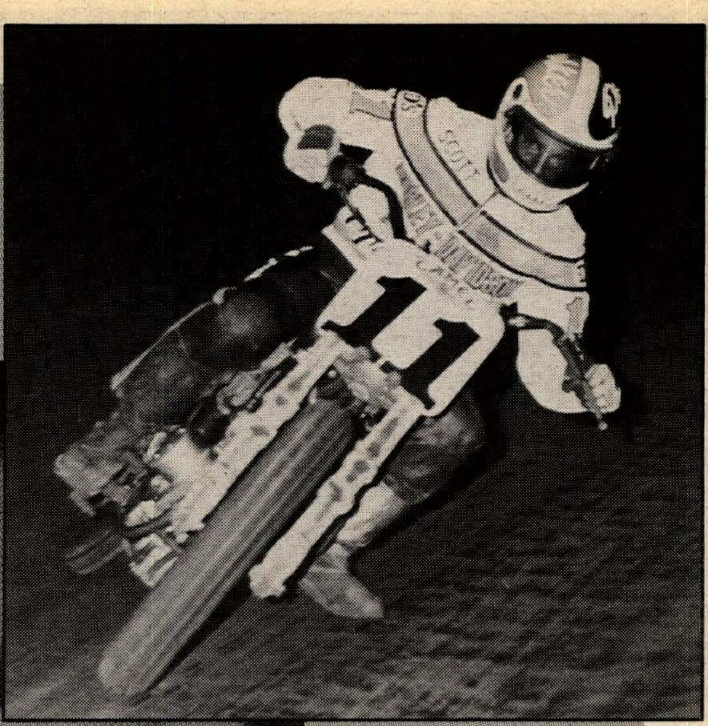
NOV: 1. Jeff Capp.

OPEN BEG: 1. Tom Dailey (Yam); 2. Randy Banks (Hon/ATK).

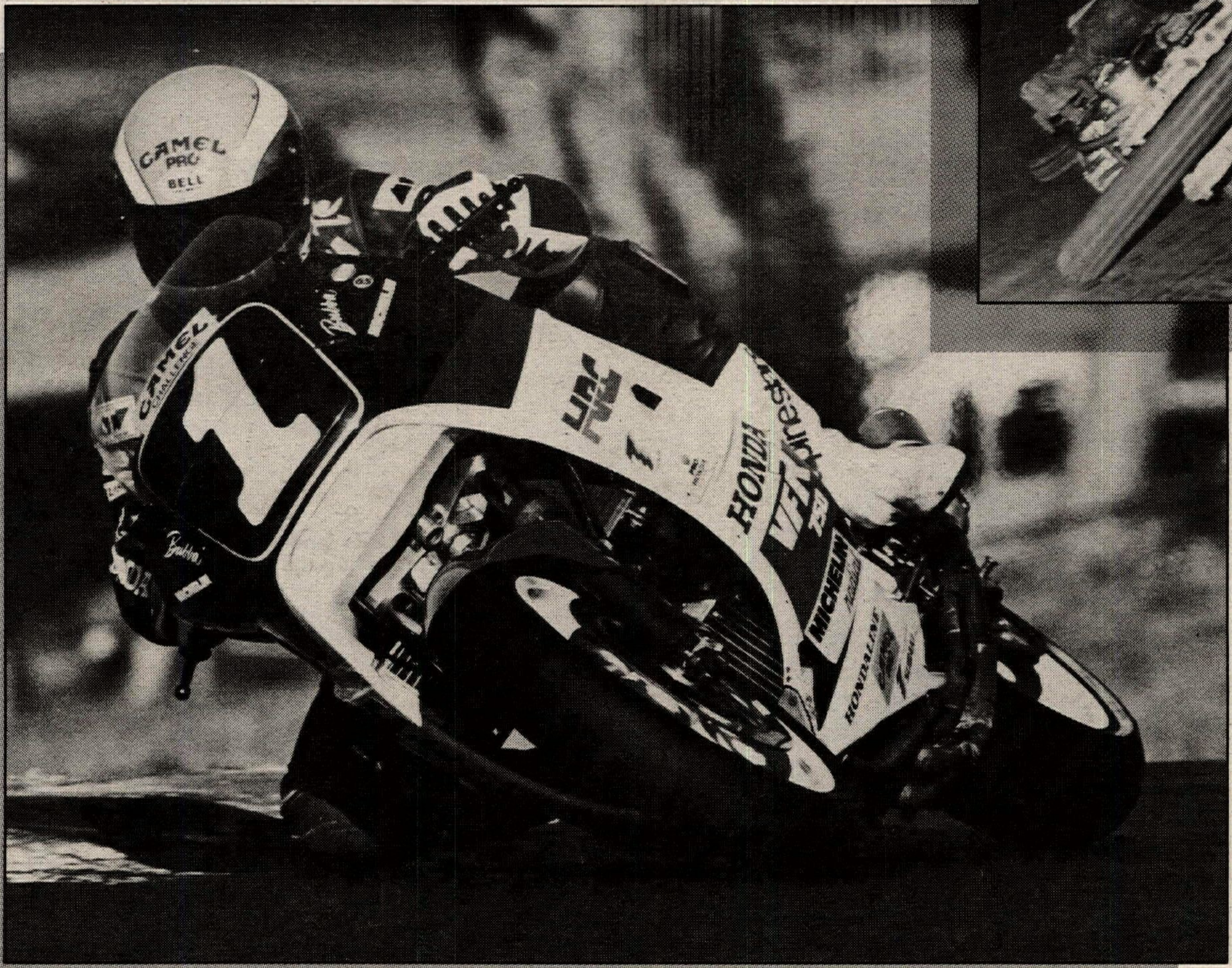
250 BEG: 1. Eric Sedor (Hon).

25 BEG: 1. Brian Davis (Yam).

Scott Parker—
1988 AMA Grand National Champion



Bubba Shobert—
1988 AMA Superbike Road Racing Champion
1988 Camel Pro Series Champion



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Team Green's Jeff Fredette claimed his third-career victory at the 11th Annual Illinois Cross Country Championship.

Cagiva rider Geoff Mellinger (below) finished second place in the 250cc A class behind winner Ray Krantz.

Kelly Getz chased Fredette most of the race but missed a turn and got off course. Getz finished 46 seconds behind Fredette.

Fredette wins Illinois Cross Country C'ship

By Merle Acord

MORRISON, IL, OCT. 22-23

Team Green's Jeff Fredette, riding a WL&J Enterprise-prepped KDX200, completed the two 33-mile loops in three hours and two minutes and edged out CR250 Honda rider Kelly Getz by 46 seconds at the rain shortened 11th Annual Bike Barn-sponsored Illinois Cross Country Championship race. This was Fredette's third overall win here.

"I won last year," said Fredette, "and I had to win again this year. I was almost halfway here this morning before I realized I had forgotten to bring the traveling trophy with me.

"This is the best racing in Illinois," said Fredette. "These open fields are high speed but the sandy soil mixed with that 'peat' makes your motor work. The woods are tight but rideable and there are a few technical areas.

"Getz and I were a few seconds apart when we finished the first loop," said Fredette, "but I was the first out of the gas stop. I didn't have the lead very long. Before we had crossed the first open field Getz had caught me. When we got in the woods I got ahead of him again and we stayed close for the rest of the race."

"I didn't think I would be able to catch Fredette after the second gas stop," said Getz. "But when I caught and passed him in the open field I thought hey, okay! But I couldn't hold him off and he passed me again in the woods right away. Fredette is real good in the woods, so I just followed him. We were going down some kind of land when Jeff dives into the woods and I missed it and had to come back to where he turned off. I lost about 40 seconds and that's probably where I lost the race."

Steve Sulzberger, aboard a Grove and Burke Kawasaki, finished 12 minutes and 54 seconds behind the leader for third overall. "I came upon Dave (Heatherington), also riding a Grove and Burke KDX, in an open field about 10 miles from the finish but he had locked something up in the transmission and there wasn't anything I could do for him so he waved me on."

"I don't know for sure what's wrong," said Heatherington. "But its locked up and the motor won't turn over. That's too bad because I'd been in third place since the first gas stop. And when I pulled into the barrels on the second gas stop Getz was just leaving."

The couple of inches of rain that fell during the evening hours was followed by a chilly, cloudy morning that threatened more rain and had the serious racers searching through their array of main jets. The cool air and the hard pulling fields took a heavy toll of seized engines.

ISDE team member Joe Zierman was the first to fall victim, seizing

his CR before crossing the first open field. ISDE Gold Medalist Ron Ribolzi completed the first loop but then dropped out with mechanical woes. National Hare Scrambles double A rider Jim Newell also fell, seized after the first loop.

Harvey Whipple who finished fifth overall on a RM250 said, "I put in the biggest jet I had. The other riders were pulling me in the open fields, but I finished. I had made up my mind that I was going to finish this year.

Chuck Cannon, riding a CR250, won the drag race over the other 27 Expert riders to the barrels 100 yards away at the far end of an open bean field and led the pack into a sweeping counterclockwise circle and sped before the spectators in the first of the five wave starts.

"I was the first rider across the fields," said Cannon, "but I got a little out of shape on a small hill and laid my machine down, and when I got going again I was dead last. I had a good ride."

David Pucharich, on a North Shore CR250, had the spectators buzzing when he jumped off a 10 foot bank far out into a wide drainage ditch that contained 12 to 18 inches of water. "There was a jam-up in front of me," said Pucharich. "And where I was at the bank, it was too steep to roll down into the ditch, so I could either sit there and wait or jump — I jumped.

"I had a good ride going until I screwed up on a hill," said Pucharich, who finished fourth with a time of three hours, 14 minutes and 55 seconds, one second slower than the fifth place rider Steve Sulzberger.

"I was at that creek (drainage ditch) in the middle of the bottleneck waiting my turn," said Kawasaki rider Sulzberger. "And I saw Puch coming and he slowed down a little and then — boom — he sailed way out into the creek. I thought that was really neat and I wished I'd done it."

The riders wait for the start of the 66-mile race, which took winner Fredette just over three hours to complete.

Sulzberger was inches ahead of Pucharich at the final barrel for the third-place trophy.

Randal Burke, riding a CR500, won the Open A class championship jacket and trophy in a time of two hours and 38 minutes, six minutes faster than Husky rider Ron Maxey. Randy Burke edged out KTM rider Doug Nickolas for the third spot by five minutes.

Ray Krantz turned in a two hours and 30 minute effort for the championship jacket in the 250cc A class besting Geoff Mellinger's MCC Cagiva by four minutes. Al Fitzwater was third.

Duane Eller and Rod Gorzny locked up in a duel for the winner's slot in the Senior class with Eller taking the win by seven minutes. But it was Honda rider and fourth-place trophy winner Quinten Davis who received the biggest round of applause at the trophy presentation when he jokingly said, "If any of you find a leg out there it's mine." Davis had his right leg amputated many years ago but doesn't let it keep him from competing in cross country events. •

Results

SATURDAY

P/W: 1. Zack Sulzberger; 2. Brandon Bartz; 3. Kirten Sulzberger; 4. Jesse Klimek; 5. Josh Kobberman.

MINI: 1. Eric Clapp (Suz); 2. Kevin Gorzny (Kaw); 3. Trea Purdy (Kaw); 4. TJ Timmerman (Kaw); 5. Tony Jones (Kaw).

UNDER 16: 1. Chuck Cunningham; 2. Jamie Whipple; 3. Jim Lyon; 4. Jeremy Bolte.

SUNDAY

EX: 1. Jeff Fredette (Kaw); 2. Kelly Getz (Hon); 3. Steve Sulzberger (Kaw); 4. Dave Pucharich (Hon); 5. Harvey Whipple (Suz); 6. Jay Hall (Hus); 7. Larry Sullivan (ATK); 8. Greg Surdyke (Yam); 9. Chuck Cannon (Hon); 10. Gary Peterson (Cag).

OPEN A: 1. Randal Knox; 2. Ron Maxey (Hus); 3. Randy Burke (Kaw); 4. Doug Nickolas (KTM).

250 A: 1. Ray Krantz (Hus); 2. Geoff Mellinger (Cag); 3. Al Fitzwater (ATK); 4. Vincent Henneberry (Kaw); 5. Tim VanBecker.

SR: 1. Duane Eller (Hon); 2. Rod Gorzny (Kaw); 3. Pat Allender; 4. Quinten Davis (Hon); 5. Glenn Knox.

S/SR: 1. Dennis Schenk (Suz); 2. John Cynor (Kaw); 3. D. Graham (Hon); 4. Richard Cromerr (Suz); 5. John Shafer (Hus).

200 B: 1. Jeff Doughty; 2. Mike Carlson; 3. Ron DeMay; 4. Steve Roberts; 5. John Downey.

BIG B: 1. Steve Swatscheno; 2. Larry Ditzler; 3. Steve Blasdell; 4. Ben Shafer; 5. Tony Bink.

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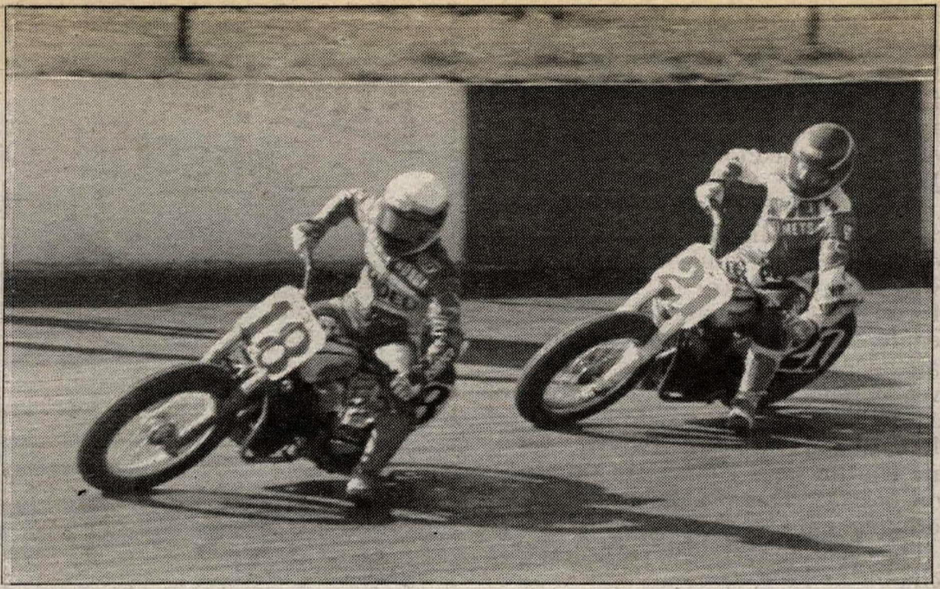
Will Davis (21) celebrates his second 600cc National win of the season with runner-up Steve Morehead in the Dixie winner's circle.



Terry Poovey (18) kept Davis at bay for half of their heat race before Davis slipped by. Poovey topped a furious battle for third in the final.

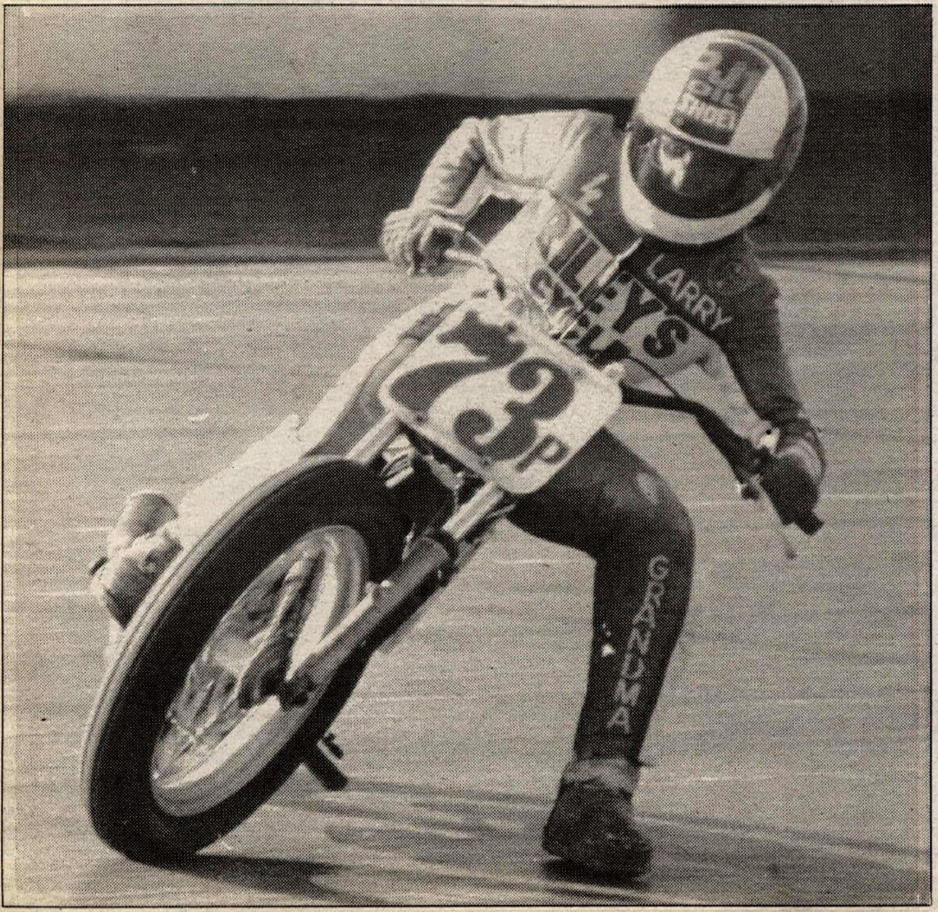
AMA 600 National Championship Dirt Track Series: Final Round

Davis dominates Dixie Speedway

By Dave Hoenig
Photos by Flat Trak Fotos

Davis (21) forced his way by Morehead for the lead on lap three of the final. Morehead continued to challenge with no brakes.

Larry Pegram took command at the restart of the Pro-Am final and rode to victory over A.J. Snoop, who passed Kirk Hayes on the last lap.



WOODSTOCK, GA, OCT. 23

Will Davis charged past early leader Steve Morehead on lap three then held off the repeated challenges of Morehead, putting his Shoei/Live Wire/Avery Davis/Cox H-D/Tex Peel/Diamond-sponsored Harley-Davidson into the winner's circle for the second time this season at the final 600cc National of the season at Dixie Speedway.

"It's been a long time since my first win at Daytona; I love this place," said an elated Davis.

Morehead, who was riding the injured Don Estep's Wood-Rotax, posted the fastest time taking his Wheelin Works/KK Motorcycle Supply/John Dragoo/Storz-sponsored mount to a 18.973 lap. Dan Ingram was the only other rider in the 18's at 18.986. Kris Kiser (19.027), Mark Gruber (19.031), Davis (19.052) and David Reeves (19.138) rounded out the heat race pole-sitters. There were 49 entries with 15 Juniors and 34 Experts.

The first heat saw Scott Stump jump into the lead only to have David Miller take over on lap two. Lap three saw Morehead move from third to first as Stump started a slide back into the pack. Morehead pulled away for the fastest heat at 3:11.432. Miller held down second easily over Willie McCoy, who had passed Rick Gruber with two laps left. Stump and Charlie Orr followed on their way to the semi.

Junior Scott Mohan slipped his Continental Cycles/Quiet Storm/Castrol/Bell/Tsubaki-sponsored Harley-Davidson by Dan Ingram on lap two of heat two and held off the hard riding Expert class rider for the win. Juniors David Lloyd, Jim Hollister and Rob Majeski led Garth Brow to the first semi.

Another Junior class rider, Kris Kiser, took heat three from new Expert Craig Estelle. Kiser, aboard the injured Recil Hart's Rotax, took his Hart Racing/Arai/Diamond/Honda Maui/Kiser Honda-sponsored mount to the second fastest heat time. Estelle was a safe second with Scott Scherb taking third from Steve Aseltine as Danny Angel and Robert Lewis followed.

The fourth heat was all Chris Carr's on his Harley-Davidson Motor Co./Shoei/RS Taichi/Tsubaki/Sunoco/Hog Wash/White Bros./Work Performance Products-sponsored Harley. Gruber held a solid second while John Faulkner passed Gary Davis with two laps left for third. Steve Kasten and Dean Faulkner ran fifth and sixth.

Terry Poovey rocketed into the lead on heat five, but at the halfway point Will Davis took command. Eric Graybeal, Tammy Kirk, Bryan Hardin and Mike Hale were also destined for the second semi.

The last heat saw Dave Hebb lead every lap on his Gaskin's Funeral Home/Mach 1/Nolan/Hog Wash/Canton Automotive/Dave Hebb Racing/T-Shirt Shoppe-sponsored Harley-Davidson. Kevin Atherton battled with Tim Mertens over second as David Reeves moved up to challenge. Reeves slid down in turn one on lap six giving Mertens back third. Hebb and Atherton cruised home easily in front of Mertens, Bill Newkirk, Scott Adams and Bob Brooks.

The first semi was an exciting race as Lloyd jumped into the lead but Aseltine took over on lap three. Orr moved up to second on lap four and was pressuring Aseltine. Orr tried to slip under Aseltine in turn three but got in too hard, hit him, almost saved it, and finally high-sided and ended up by the wall with his Harley riding him. This brought out the red flag. The shaken Orr was unable to make repairs in time for the restart, eliminating the Spring National Champion.

Aseltine picked up where he left off on the restart. Rick Gruber held down second with Scott Scherb taking third from Lloyd with two laps left. Willie McCoy and Majeski were also headed to the Last Chance Qualifier.

The second semi was what short track racing is all about. Gary Davis got the holeshot and was pulling away from Faulkner, Graybeal, Mertens (who started from the penalty line) and Hardin. At the halfway point Davis held a safe lead over Mertens, Graybeal and Hardin. As they received the white flag, Mertens took over but the last lap saw Hardin blast from third to the win over Mertens, Davis, Graybeal, Faulkner and Steve Kasten.

The last chance was all Scott Scherb's as he rode to an easy win over Mertens, Majeski, McCoy, Lloyd, Gruber, John Faulkner, Gary Davis, who faded from an early third, Steve Kasten and Graybeal.

The Pro-Am final had to be stopped as Mike Eadie and Mike Varnes tangled in turn three. Eadie could not make the restart and was replaced by Duane Stanick. Larry Pegram, making the most of his late season advancement into the Pro-Am ranks, took command of the restart on his KK Motorcycle Supply/DER Racing/MJ USA/Riley Cycle/PJ1/Shoei/Smitty's H-D/Lou's Leathers-sponsored Wood-Rotax. Kirk Hayes held second until the last lap when A.J. Snoop slipped by. Jess Roeder moved up from a slow start to finish fourth over Kyle Long.

Nobody was surprised when Steve Morehead led lap one of the National. Will Davis forced his way by on lap three and even though Morehead would continue to challenge, the top two positions were set.

"I had no brakes all day, so I couldn't run under him," explained Morehead.

Behind the two front-runners the racing was furious with Mohan, Ingram and Dave Hebb battling over third. Series Champion Chris Carr held down sixth over Kris Kiser and Terry Poovey. By lap 10 Davis and Morehead had pulled away. Ingram was holding down third over Poovey, Hebb, Carr, Kiser, Mark Gruber and Mohan. Lap 20 saw Poovey take third ahead of Ingram, Hebb, Kiser, who had passed Carr, and Steve Aseltine. The final order was set.

"I was having trouble getting through turns one and two but Steve showed me the fast line the first couple of laps and I moved up to his line when I got by," said Davis. "He showed me his front wheel a couple of times and I could hear him early. It's a slippery track and you can't look back without slipping off the groove. I never looked back and even when I got the white flag, I was a little worried."

Davis earned 20 big points, but fell just short of second place in the final standings as Atherton's 10th place earned him five points and a four-point advantage over Davis. Ingram's 11 points pushed him into fourth over Davey Durelle, who failed to qualify for the National. •

Results

PRO-AM: 1. Larry Pegram (W-R); 2. A.J. Snoop (W-R); 3. Kirk Hayes (Hon); 4. Jess Roeder (H-D); 5. Kyle Long (H-D); 6. Rick Knuth (Rtx); 7. Mike Varnes (Hon); 8. James Hart (Rtx); 9. Roy Gene Harts, Jr. (Rtx); 10. Duane Stanick (Hon); 11. Jim Hinthorn (Hon); 12. Dave Duhaine (W-R).

NATIONAL: 1. Will Davis (H-D); 2. Steve Morehead (H-D); 3. Terry Poovey (Hon); 4. Dan Ingram (H-D); 5. Dave Hebb (H-D); 6. Kris Kiser (Rtx); 7. Chris Carr (H-D); 8. Steve Aseltine (H-D); 9. Mark Gruber (W-R); 10. Kevin Atherton (W-R); 11. Scott Scherb (Hon); 12. Scott Mohan (H-D); 13. Bryan Hardin (Hon); 14. Craig Estelle (H-D); 15. David Miller (Hon).

FINAL POINT STANDINGS: 1. Chris Carr (216); 2. Kevin Atherton (136); 3. Will Davis (132); 4. Dan Ingram (112); 5. Davey Durelle (102); 6. Bryan Villella (72); 7. Pete Hames (69); 8. Don Estep (67); 9. Ricky Graham (65); 10. (TIE) Steve Aseltine/Steve Morehead (61).

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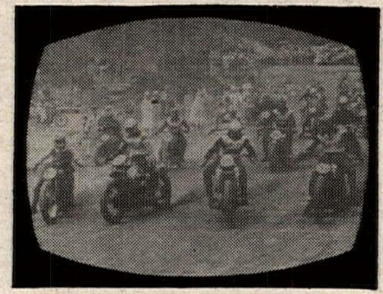

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Winner Kyle Lewis (12) holeshot the second 125cc Pro class moto as Michael Craig (59) begins to fall . . .

. . . taking Jeremy McGrath (125) and Ty Davis (1) with him. Davis recovered to win the 125cc series title.

CMC/Dodge Truck Trans-Cal Series: Final Round

Davis, Antunez do damage at Carlsbad

By Ken Faught
Photos by Mike Koger and Faught

CARLSBAD, CA, OCT. 23

Team Suzuki's Ty Davis and Buddy Antunez showed little mercy to their competition as both riders won class and series championships at the final round of the Trans-Cal Series at Carlsbad Raceway.

Davis did the most damage by winning the 250cc Pro class and finishing fourth behind Kyle Lewis in the 125cc Pro class. Davis' overall positions were good enough to allow him to pick up titles in both classes.

Antunez's victory came in the 80cc Expert class after a long string of domination throughout the series. The R&D Suzuki rider won almost every event during the seven rounds of competition.

The Carlsbad track was the first time during the series that all riders were able to compete on the same course. Two courses were used throughout the first six rounds of competition due to the large turnout of both amateur and pro riders.

Davis started his day off right by leading Mike Young, Lewis, Ryan Hughes and Randy Moody at the start of the first 125cc Pro moto. Lewis managed to get around Young during the opening lap and immediately began pressuring Davis for the lead. The top two slowly opened up a four-second lead as Hughes snuck around Young. The most impressive pass of the race came on the last lap as Michael Craig jumped past Mike LaRocco for the final position in the top five.

Going into the final moto Davis all but had the title in the bag since all he needed to do was finish the race to be crowned champ. However, shortly after the gate dropped Davis found himself in a first-turn pileup with Craig and Jeremy McGrath.

As the trio struggled to get up, Lewis held the lead over Moody, Hughes, Young and Chris Young. Moody's stay in the top three only lasted for two laps before the Honda rider fell back to fourth. Hughes took second with Mike Young third.

As Lewis gained a few bike lengths advantage on the pack, all eyes were focused on Craig and Davis who were rapidly cutting through the field. By the halfway point Craig had broken into the top 10 with Davis only a short distance behind.

The last few laps proved to be the deciding factor for the top five overall as Steve Lamson and Craig captured fourth and fifth while Lewis took the win ahead of Hughes and Mike Young. Davis finished a disappointing ninth.

Lewis' 2-1 gave him the overall for the day ahead of Hughes' 3-2 and Mike Young's 4-3, but Davis picked up the series championship, topping Lewis in points 517-498. Hughes finished the series out in third with 430 points.

Davis had it much easier in the 250cc Pro class as far as the series title was concerned. If he were to DNF one moto and place within the top 15 in the other, he would be a double class winner.

In the first moto Davis gated sixth behind Lamson, Micky Dymond, Ron Turner, Larry Brooks and Kenny Zahrt. Dymond wasted no time in getting around Lamson and soon held a two-second lead. The order of the front runners stayed the same for most of the race with the exception of Turner who fell back to ninth. Dymond greeted the checkers first ahead of Lamson, Brooks and Davis, who wrapped up the title. McGrath snuck his way into fifth.

McGrath came back in the second moto to holeshot Davis, Shawn Wynne, Dymond and Turner. Dymond followed Wynne for a lap before dropping the Suzuki rider to third. Dymond's advance set the stage for one of the best races of the day. Davis and Dymond pounded away at McGrath's lead for almost five laps. The battle slowed when Dymond crashed while running third, but Davis kept hammering away at McGrath.

Shortly after the halfway point Davis got a good drive coming out of a hairpin turn and jumped past McGrath and into the lead. McGrath hung close to Davis for the remainder of the race as Brooks pushed his Honda into third ahead of Lamson, Turner and Young.

The 4-1 moto score earned Davis the overall with Brooks, Lamson, McGrath and Young rounding out the top five. Davis topped Lamson in points, 529-468. Ron Turner placed third with 437.

Buddy Antunez showed his competition how he got to be number one in the mini ranks by easily winning both 80cc Expert class motos. Antunez gated second behind Tommy Clowers in the first moto, but quickly passed the Kawasaki rider and gained a comfortable lead. Spud Walters was third ahead of Jeff Grafton and Derek Natvig.

The second moto was a little tougher for Antunez as Clowers holeshot Natvig and Walters. Antunez was fourth ahead of Grafton, but took over the lead before the completion of the second lap. Antunez managed to open up a four-second lead before taking the win over Clowers, Natvig, Walters and Grafton.

Antunez performance captured the overall win and the series title ahead of Clowers and Walters.

For the second straight week Greg Zitterkopf used a perfect 1-1 tally in the 500cc Pro class to put his ATK into the winner's circle. In the first moto Zitterkopf used a good start to aid him in topping Jim Ellis, Dan Berg, Ron Turner and Pete Murray.

Second moto action saw Ellis get the drop on the gate to lead Murray, Zitterkopf, Turner and Mike Hooker around the first turn. As the pack came around to complete the initial lap, Ellis surrendered the lead to Zitterkopf with Turner holding onto third. On the fourth lap Turner shot past Ellis and began challenging for the lead. Turner kept up the pressure and chased Zitterkopf all the way to the finish where they placed ahead of Ellis, Berg and Dave Newell.

Zitterkopf's two flawless rides handed him the overall win ahead of Ellis, Turner, Berg and Newell. But consistency paid off for Rich Mythen as the Honda rider, who never won an overall in the series, finished ninth to take home the 500cc Pro title. Sean Conley broke a tie with Hooker to slide into the runner-up slot with Hooker completing the top three.

Marc Bunch advanced from second place in 125cc Beginner class to pass series point leader Donald Upton. Bunch used a 1-1 score to win the day's overall while Upton finished seventh with his 16-2 moto tally. Bunch's pair of smooth rides let him claim the title ahead of Upton, Peter Gunter Richie Sherman and Eddie Patterson.

Sherman came back in the 250cc Beginner class to capture the overall win. The Honda rider used a 2-1 score to top Mike Ulrich and Steve Rassmussen, and Sherman's final position gave him a total of 310 points to beat second place Bobby Blenio by more than 40 points. Rassmussen topped Kevin Belcher by three points for third.

Scott Takacs (8) led Billy Woods across the line in the first 250cc Intermediate moto, but Woods took round two for the overall victory.

McGrath (125) leads Davis (1) and Micky Dymond in the second 250cc Pro moto. Dymond clipped Davis' rear wheel, but Davis took the win.

Tommy Clowers (A78) leads winner Buddy Antunez (B76), Spud Walters (60) and Derek Natvig in the first 80cc Expert class moto.

Jason McCormick (3) aced both motos to win the 250cc Junior class. Here he leads Robert Drew in the first moto.

Kawasaki-mounted Billy Woods earned the overall win in the 250cc Intermediate class and added a Trans-Cal win to his resume. In the first moto Woods grabbed the early lead, but dropped to second after Scott Takacs quickly moved up from third. Duane Benner gated fourth with series point leader Tracy Monterone a distant seventh. Woods hung close to Takacs all the way to the checkers with Benner dropping Gabelhausen to fourth. Monterone rounded out the top five.

Monterone went into the final moto with a four-point lead over Woods. In order for Monterone to lock up the title, he had to finish no worse than second if Woods were to win.

At the start of the second moto Woods and Monterone started one-two ahead of Kurt Metcalf, Ken Erb and Steve Piatoni. The order stayed the same for the first three laps before Monterone fell back to ninth. Monterone frantically got up and underway, but could only manage a sixth at the checkers behind Woods, Eddie Reed, Scott Takacs, Erb and Gabelhausen.

Monterone's second moto finish handed Woods the series win with Reed, Benner and Takacs completing the class.

Ricky Lutz claimed one of the biggest point wins of the series by topping Jon Nicolus in the 500cc Intermediate class, 308-222. Coming into the final round Lutz had the title wrapped up, but second was still up for grabs. David Rosen was a distant third and could take over the number two slot if Nicolus were to DNF a moto. Unfortunately for Rosen, Nicolas finished mid-pack in both motos to claim the runner-up slot.

In the 80cc Intermediate class Danny Nelson claimed the win, but finished third in the series behind Billy Felts and Michael Brandes. In the first moto Felts crashed hard and finished 10th behind Nelson, Michael Stanton, Tony Amaradio, Brades and Jesse James.

Felts came back in style for round two to take the easy victory ahead of Brades, Nelson, Stanton and Sean Pagle. Nelson's 1-3 gave him the overall ahead of Brades' 4-2, Stanton's 2-4 and Felts' 10-1. Pagle finished fifth with a 6-5 tally.

Jimmy Button pulled together the series title in the 125cc Intermediate class. Button swept both motos to take the overall win ahead of Luke Arcidiacono, Scott Takacs, Bubba Erickson and Richard Saxton. Button topped second place Robert Shipman by 46 points with Erickson taking third.

Joshua Dunn walked away with the 125cc Junior title after finishing fifth with his 4-10 tally. A 13th place or better was all Dunn needed in the second moto to secure the championship if first round winner Roger Saenz were to win the second moto.

Saenz came back in the second moto to lead Derek Meyer, Tiger Garcia, Travis Corey and Jamie Knox from start to finish, but settled for second in the series after Dunn finished within his mark. Meyer finished third in points ahead of Garcia and Mike Bulley. •

Results

80 BEG: 1. Josh Boykin (Hon); 2. Eric Schnell (Kaw); 3. Tyson Kady (Kaw); 4. Casey Hinkey (Kaw); 5. Brad Schultz (Kaw).

80 JR: 1. Joe DePatto (Hon); 2. Greg Schnell (Kaw); 3. Rusty Holland (Suz); 4. Ryan Doty (Kaw); 5. Steve Hengeveld (Kaw).

BG WHL: 1. Greg Allen (Kaw).

80 INT: 1. Danny Nelson (Kaw); 2. Michael Brades (Kaw); 3. Michael Stanton (DNK); 4. Billy Felts (Kaw); 5. Sean Pagle (Suz).

80 EX: 1. Buddy Antunez (Suz); 2. Tommy Clowers (Kaw); 3. Spud Walters (Hon); 4. Derek Natvig (Kaw); 5. Jeffery Grafton (Suz).

125 BEG: 1. Marc Bunch (Yam); 2. Denny Seyler (Yam); 3. Peter Gunter (Yam); 4. Brian Pridesmore (Hon); 5. Jeff Neubauer (Hon).

125 JR D-1: 1. Chris Kefalas (Hon); 2. Craig Monty (Kaw); 3. Deron Miller (Hon); 4. Kevin Hanrahan (Hon); 5. Karl Fernandez (Suz).

125 JR D-2: 1. Roger Saenz (Yam); 2. Derek Meyer (Hon); 3. Travis Corey (Hon); 4. Jim Knox (Yam); 5. Joshua Dunn (Yam).

125 INT: 1. Jimmy Button (Hon); 2. Robert Shipman (Yam); 3. Scott Takacs (Suz); 4. Bubba Erickson (Cag); 5. Richard Saxton (Yam).

125 PRO: 1. Kyle Lewis (Hon); 2. Ryan Hughes (Yam); 3. Mike Young (Cag); 4. Ty Davis (Suz); 5. Micheal Craig (Yam).

250 BEG: 1. Richie Sherman (Hon); 2. Mike Ulrich (Hon); 3. Steve Rassmussen (Hon); 4. Danny Rudd (Yam); 5. Kevin Belcher (Yam).

250 JR: 1. Jason McCormick (Yam); 2. Chris Murphy (Kaw); 3. Kevin Geyer (Yam); 4. Chuck Bagwell (Hon); 5. John Cameron (Kaw).

250 INT: 1. Billy Woods (Kaw); 2. Eddie Reed (Kaw); 3. Scott Takacs (Suz); 4. Jack Gabelhausen (Yam); 5. Tracy Monterone (Yam).

250 PRO: 1. Ty Davis (Suz); 2. Larry Brooks (Hon); 3. Steve Lamson (Yam); 4. Jeremy McGrath (Hon); 5. Mike Young (Cag).

500 BEG: 1. Rob Edwards (Hon); 2. Jaime Morton (Hon); 3. Dan Towncena (Hon); 4. Keith Phelan (Hon); 5. Steve Loomis (Hon).

500 JR: 1. Ron Gilbert (Hon); 2. Frank Lowers (Hon); 3. Steve Fernandez (Hon); 4. David Thater (Hon); 5. Chuck Bagwell (Hon).

500 INT: 1. David Bagwell (Hon); 2. Ricky Lutz (Kaw); 3. Dave Engstrom (Hon); 4. Todd Luksc (Hon); 5. B.J. Millspaugh (Kaw).

500 PRO: 1. Greg Zitterkopf (ATK); 2. Jim Ellis (Hon); 3. Ron Turner (Hon); 4. Dan Berg (Kaw); 5. Dave Newell (Kaw).

VET JR: 1. John Beaver (Kaw); 2. Garrie Turcotte (Hon); 3. Mike Ronk (Hon); 4. Mark Bergquist (Kaw); 5. John Mazor (Yam).

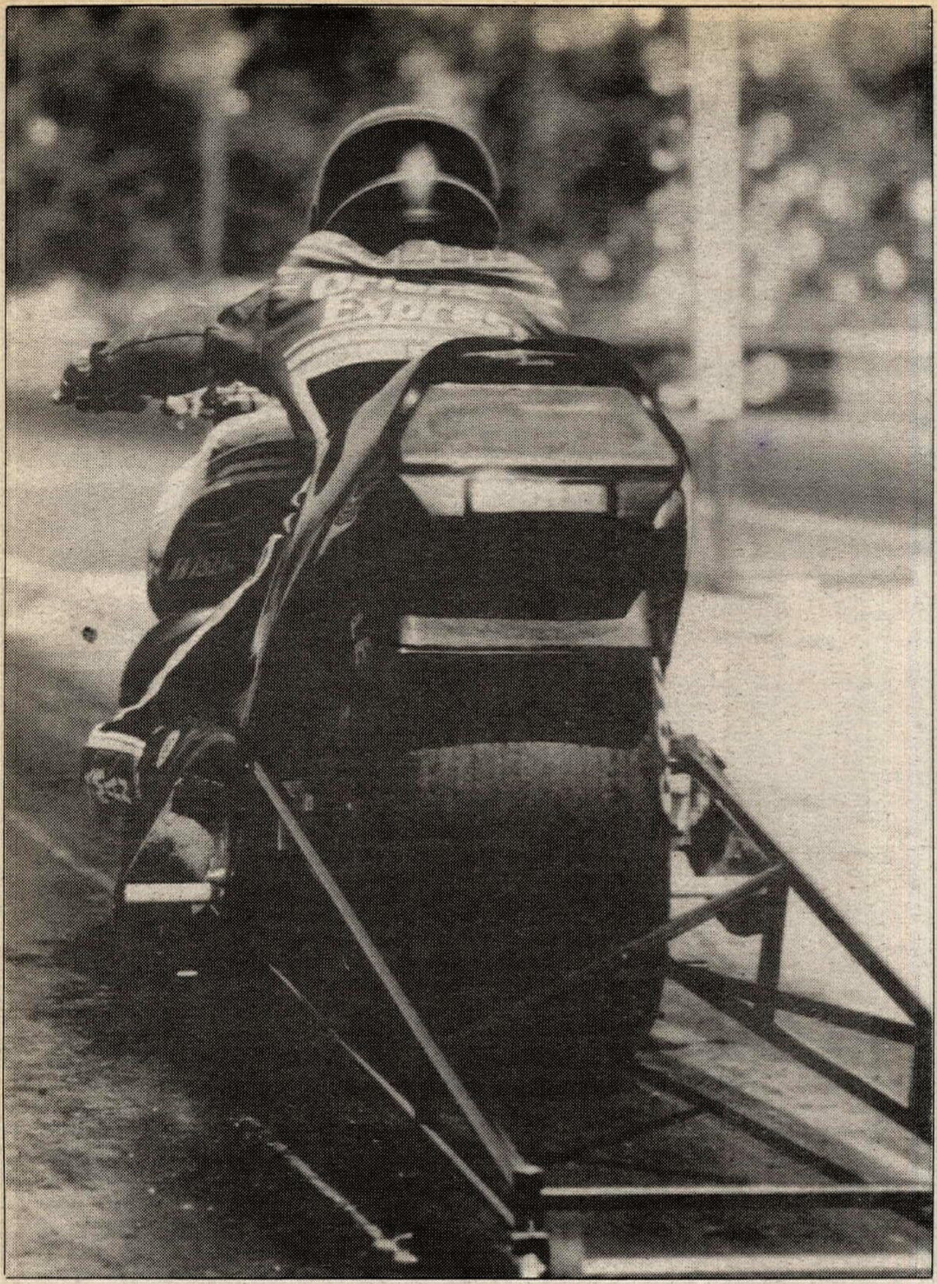
VET INT: 1. Jim George (Suz); 2. Brett Leef (Hon); 3. John Slingerland (Hon); 4. John Caper (Hon); 5. Kenny Millsaps (Hon).

VET MSTR: 1. Robert Casper (Hon); 2. Jon Miller (Hon); 3. Duane Hughes (Hon); 4. Tracy Hrach (Hon); 5. Bob Bland (Hon).

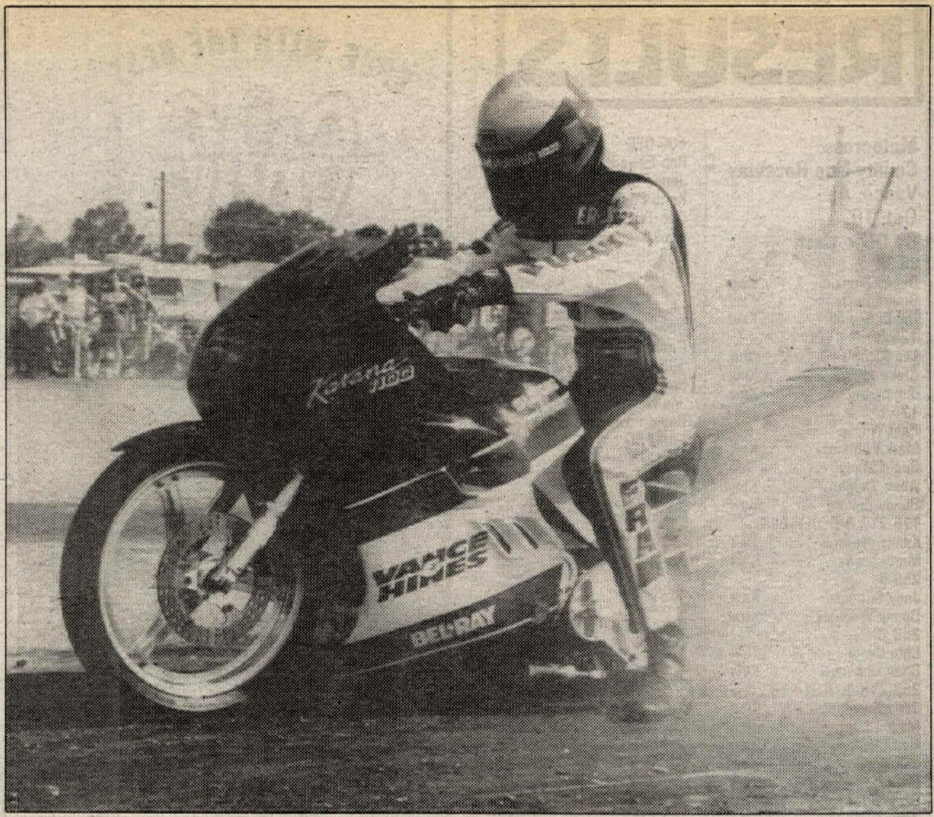
VET PRO: 1. Ron Turner (Hon); 2. Mark White (Yam); 3. Mike Tripes (Hon); 4. Clark Jones (Yam); 5. Jeff Thomas (Yam).

OT INT: 1. Gary Doggett (Kaw).

WMN: 1. Bonnie Warch (Suz); 2. Tami Rice (Suz); 3. Gale Webb (Hon); 4. Maria Gonzalez (Kaw); 5. Maria Kelly (Yam).



Terry Kizer piloted the Orient Express to the Funny Bike class win and took his second consecutive Funny Bike Championship.



Terry Vance made his next-to-last race before retiring a memorable one by winning the Pro Stock class and setting a new record along the way.

IDBA National Championship Drag Race Series: Final Round

Vance, Kizer on top at World Finals

By Nina Henderson

BATON ROUGE, LA, OCT. 14-16

Terry Vance and Terry Kizer both set new records on their way to winning the Pro Stock and Funny Bike classes at the IDBA World Finals at Baton Rouge.

In his next-to-last race before retirement, Vance brought the National record down in the Pro Stock class with a 7.89 second, 167.91 mph run over Russ Nyberg.

After Kizer piloted his Orient Express Suzuki Katana to a 6.88/197.36 run in Sunday's qualifying runs, he came back with a 6.934/194.38 trip in the final to knock off Steve Tracy and take the Funny Bike Championship.

The record slashing in the Pro Stock class began in round one when Dave Schultz first went into the sevens at 7.963/166.35. Vance followed with a 7.951/166.97 run, good for the number one spot, while Nyberg turned in a 7.958/166.35 pass. By the time eliminations were completed only 4/10ths of a second separated the top 16.

Vance advanced to the quarterfinals with a 7.901/168.85 run, which established a new mph record over Lance Boyer. Fifth-place qualifier George Bryce earned the right to face Vance after easily putting Chip Solley away. Schultz advanced over Lester Jenkins when Jenkins pulled a red light and would face Keith Gray, who advanced with a 8.076/161.87 run over C.J. Smith.

Nyberg beat Benny Mens off the line and kept stretching his advantage to the finish to earn his trip to the quarters. Charlie Gressman left the line ahead of Bobby Childers and was first across the finish line by 0.2 seconds and would face Nyberg in the next round.

Perry Pemberton's red light gave Paul Gast a free ride to the quarterfinals where he would face John Mafaro, who beat Gary Tonglet. Tonglet left the line .021 ahead, but Mafaro made up the time and won by .026.

In the quarterfinals Bryce edged Vance off the line, but by the 60-foot mark Vance had taken over the lead and won with a 7.933 run. Bryce still had enough points to take second in the series.

Schultz eliminated Gray in the next round to get to Vance, while Nyberg barely edged out Gressman and would face Gast, who also just squeaked out a win over Mafaro, in the semifinal.

Vance took the lane choice over Schultz in the first semi, but Schultz had the better reaction time and led at 60 feet. But Vance took over soon after and won the round with an 8.005/160.97 run over Schultz's 8.039/164.53.

Nyberg had a relatively slow reaction time to Gast in the other semi, but he quickly made up for it and turned in a 7.999 run for the win.

The final featured a meeting of the past and future of drag racing as the young Nyberg took on Vance, holder of more championships and records than any other racer. Nyberg got the jump off the line and led past 60 feet, but Vance pulled it out again and clocked an 8.051/166.35 for the win.

Funny Bike competition saw Terry Kizer and his Orient Express crew take the IDBA Funny Bike Championship for the second year in a row. T.J. Hofmeister went into the event with a 385 point lead, and to lose the championship he would have to qualify low or go out early. Kizer, on the other hand, had to qualify high and either win or win the semifinal pass and take a new record.

Hofmeister kept his hopes alive with the second best qualifying time of 7.081/198.67. Kizer started out the qualification rounds fifth, but a run of 6.977/193.54 put him just ahead of Hofmeister when qualifications ended.

In the first round Kizer squared off against fifth-fastest qualifier Steve Drake. Kizer got the lane choice but Drake was quicker off the line. It was a close race at the finish with Kizer making it to the semis by .033 after his 7.103/191.48 run.

Chris Iovine and Rusty Quesenberry rolled out for the second race of round one, and Quesenberry kept Iovine from making it out of the first round the whole season by knocking him off with a 7.203/180.72-7.331/168.85 run. Hofmeister met Bobby Baker next, and Hofmeister was delayed getting off the line. The delay cost him not only the round, but the championship as well. Baker had the quickest mph at 201.34, which beat Hofmeister's faster ET of 7.151.

Steve Tracy and Bill Timmons paired of in the final race of round one. Timmons was out of the hole first, but lost the lead somewhere at mid-track and Tracy made the winning pass at 7.096/190.27.

Quesenberry got a .021 jump on Kizer at the start of the first semi, and at the 60 foot mark Kizer had the lead. Then smoke came from Kizer's lane as he left an oil trail to the end of the strip. Kizer eked out the win, 7.254/163.04-7.279/175.45. Kizer had only one motor left and very few parts, plus only one hour before the final, where he would have to win or back up his 6.88 pass in order to take the championship.

In the second semi Baker jumped ahead of Tracy, and at the 60 foot mark it was still Baker by a hair. Then Tracy's bike leapt forward and took the win by .02 seconds.

Kizer had his Orient Express back to the line for the final and was first off the line. Tracy made it to the 60 foot mark first on a 1.124 to Kizer's 1.147, but the finishes would be very different. Tracy clocked a 7.144/202.24, but Kizer turned in a 6.934/194.38 to take the win and the Funny Bike Championship.

In the Pro Comp class Tony Lang fought a tough battle all year long with Dwight Seldon, and although Lang won the class at the final it was Seldon who wrapped up the championship.

Seldon made it to the semifinals by beating Jim Cooper, but then Buck McPhatter, who eliminated Bill Hahn in the first round, ended Seldon's advance with a 7.624/163.33 run which put McPhatter in his first-ever IDBA final.

Lang would be his opponent after knocking off Jim Argo in the first round, then disposing of Keith Crabtree in the semi to make the main.

At the start of the final Lang shot off first while McPhatter had a deadly reaction time in the high sixes. Lang won on a 7.791/171.42 pass, his slowest of the event. Lang and Seldon had an equal number of wins during the season, but Seldon got the title due to many records. ●

RESULTS

Motocross
County Line Raceway
Vance, AL
Oct. 15
By Dixie Cash

80 SR	
Denny Franklin	Kaw
Duane Bush	Kaw
Heath Sewell	Kaw
125 B	
Lee Nichols	Suz
Steve Andoe	Kaw
Jimmy DuBose	Kaw
125 C	
Paul Wilson	Suz
Mark Williams	Kaw
Roger Tindol	Hon
Allan Vaughn	Kaw
Randy Bullard	Kaw
125 2YR & OLDER BIKE	
Kenny Wesson	Hon
Marty Lucas	Kaw
250 B	
Joey Siragusa	Kaw
Danny Williams	Kaw
250 C	
Chip Owing	Hon
Brian Coleman	Kaw
250 2YR & OLDER BIKE	
Jerry Swindle	Hon
Mason Cardwell	Hon
Neil Clemons	Hon
James Key	Kaw
ENDR	
Greg Pyron	KTM
James Sanders	Hon
Wayne Fore	Hon
SR	
Jim Morton	Kaw
Mike Guntanp	Yam
OT	
Don Bush	Hon
PP	
Carrie Morton	Kaw
Jackie Gunthanp	Yam

Motocross
CMC/Dodge Truck
Trans-Cal Series
1988 Overall Points

60 0-8	
David Keeney	202
Tony Catalde	191
Corey Hoeft	176
60 9-11	
Jason Shirey	186
Paul Ito	179
Drai Nichols	174
80 BEG	
Josh Boykin	319
Eric Schnell	295
Casey Hinkey	286
Tyson Kady	257
Mariano Whitlock	247
80 OPEN	
Phil Richmond	195
Jason DePatto	178
Jason Shirey	167
80 JR 12-16	
Greg Schnell	291
Steve Henyeveld	284
Ryan Doty	262
Rusty Holland	260
Jeff Lewis	247
80 INT 12-16	
Billy Felts	311
Michad Brandes	275
Danny Nelson	273
BIG WHL	
Brian Streuter	152
80 EX	
Buddy Antunez	319
Tommy Clowers	303
Spud Walton	272
125 BEG	
Marc Bunch	303
Donald Upton	299
Peter Gunter	279
Richie Sherman	265
Eddie Paterson	252
125 JR	
Joshua Dunn	292
Roger Saenz	288
Derek Meyer	260
Tiger Garcia	255
Mike Bulley	240
125 INT	
Jimmy Button	310
Robert Shipman	264
Bubba Erickson	255
Eddie Reed	235
Steven Kotajarvi	233
125 PRO	
Ty Davis	517
Kyle Lewis	498
Ryan Hughes	430
Randy Moody	389
Phil Lawrence	384
250 BEG	
Richie Sherman	310
Bobby Blenio	268
Steve Rassmussen	263
Kevin Belcher	260
Mike Ulrich	241
250 JR	
Jason McCormick	302
Chuck Bagwell	277
Gerry Johnson	268
David Zahrt	260
John Cameron	258
250 INT	
Billy Woods	270
Tracy Monterone	265
Eddie Reed	250
Duane Benner	228
Scott Takacs	226
250 PRO	
Ty Davis	529
Steve Lamson	468
Ron Turner	437
Ryan Hughes	379
Shawn Wynne	364
500 BEG	
Rob Edwards	322
Jamie Morton	270
Keith Phelan	252
Dan Townsend	231
Hank Walters	223
500 JR	
Frank Towers	294
Ron Gilbert	290
Chuck Bagwell	262
David Thayer	252
Danny Jones	239
500 INT	
Ricky Lutz	308
Jon Nicolaus	222
David Rosen	202
500 PRO	
Rich Mythen	442
Stan Conley	410
Mike Hooker	404
Gary Sailors	398
Pete Murray	379
VET JR	
Mark Stroup	290
John Mazor	263
Jim Diyprio	251
Gary Doggett	197
Tim Quinn	171
VET INT	
John Slingerland	285
Kenny Milsaps	258
Walt Olson	244
VET MSTR	
Robert Casper	317
Duane Hughes	305
VET PRO	
Ron Turner	328
Mark White	255
OT JR	
Jay Blery	314
Carl Eliert	206
OT INT	
Gary Doggett	328

Motocross
White Oaks MX
Fredericksburg, VA
Oct. 23
By Caryl Pigg

250 C	
Scott Strickler	Yam
Paul Johnson	Hon
R.J. Can Jr.	Yam
Jerry Grove	Yam
Grant Schibler	Hon
125 C	
Roy Stickel	Yam
Brian Dezarn	Hon
Michael Gagner	Kaw
Kelly Harless	Hon
Larry Martin	Suz
25+	
Claude Willett	Hon
Sonny Mitchell	Hon
Rick Saunders	Hon
Steve Brown	Hon
Mike Morgan	Yam
P/W	
Shane Brown	Kaw
Ben Stilley Jr.	Kaw
Ashley Bruce	Kaw
Josh Wood	Yam
John Hopkins	Kaw
JR MINI	
Shane Brown	Kaw
Ben Stilley Jr.	Kaw
Tommy Breeden	Suz
Ashley Bruce	Kaw
Gary Dinges	Yam
SR MINI	
Tres Bruce	Kaw
Ben Ricks	Yam
David Martin	Suz
Scott Campbell	Kaw
Shawn Schultz	Kaw
OPEN A	
Claude Willett	Hon
Bob Gerken	Hon
Randy Russell	Hon
Greg Pieper	Hon
Rick Saunders	Hon
OPEN B	
Ray McClarren	Hon
Brad Bauer	Yam
Charles Busey	Yam
Marty Calvert	Hon
Thomas Sneden	Hon
125 A	
John Winslow	Hon
Billy Martin	Kaw
Pete Payne	Hon
Steve Simpson	Hon
Larry Labonte	Hon
250 A	
Pete Payne	Hon
Robbie Wakefield	Hon
Bob Eubanks	Kaw
Adron Hatcher	Hon
Kevin Mustain	Kaw
SR 30+	
Dave Witler	Yam
Ronnie Moran	Hon
Ray Brown	Hon
A.C. Bruce	Kaw
Mike McIntire	Hon
SR 40+	
Mike LoPicolo	Hon
Robert Breeden	Yam
Bob White	Hon
Dave Clark	Yam
Thomas Gibbs	Yam
125 B	
Chris Lykens	Hon
Jamie Frazier	Hon
Britt Gladwell	Kaw
Chris Taylor	Hon
Allen Painter	Hon
250 B	
Chris Lykens	Hon
Steve Wood	Kaw
Bobby White	Hon
Steve Sadler	Hon
William Nazelrod	Hon

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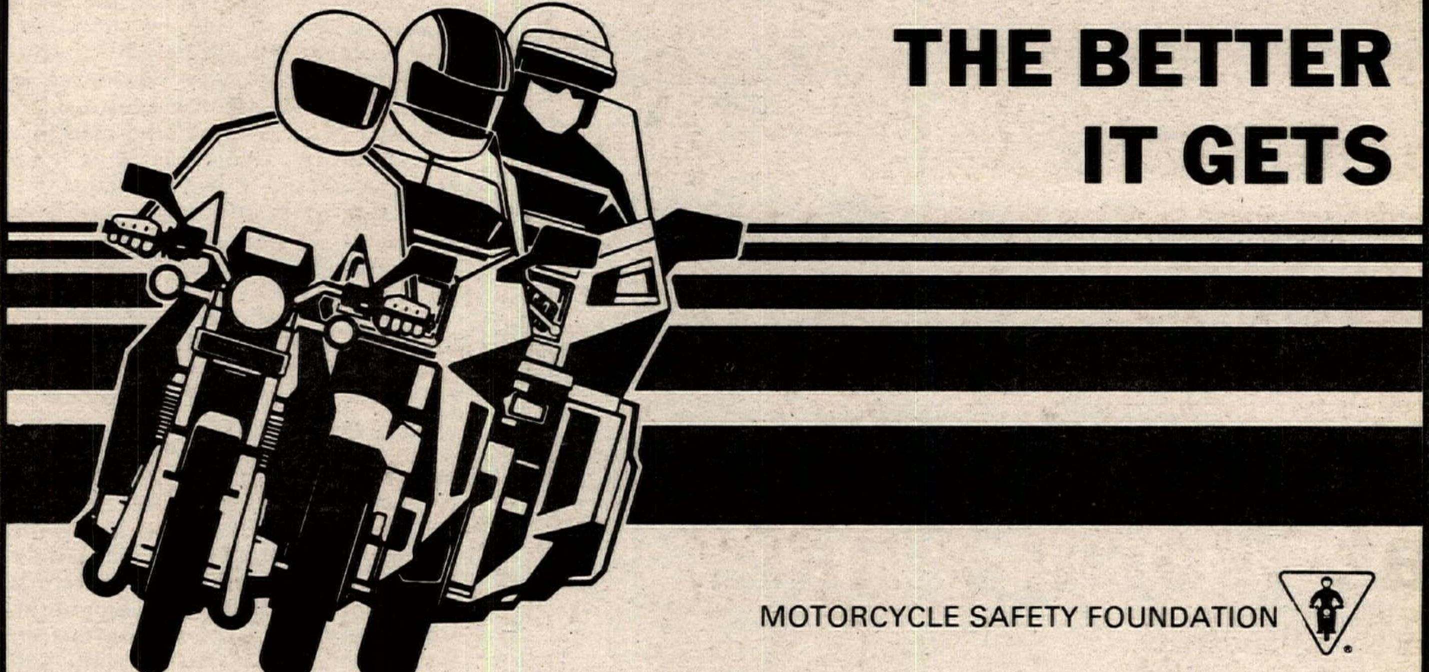

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Aboard a Triumph, Rod Lake (98) tallied 1-1 moto scores to win the Open Twin Amateur class at Sandhill Ranch.

Husky rider Gary Rabe (32) was the 250cc Expert class winner. Rabe went 1-2 for the win, while Jim Owens took second with a 3-2.

Kay Mann (X5) was the overall Women's class winner, while Rick Nabors (behind Mann) took second in the Premier Lightweight class on a CZ.

Dick Mann Vintage Dirt Bike Rally '88

Patterson sails at Sandhill Ranch

By Matt Hilgenberg

BRENTWOOD, CA, OCT. 23

Lloyd Patterson called in a truck load of favors to get himself and his CCM from Barrington, Rhode Island, to northern California but made it pay off by winning the 500cc Novice class and placing second in the Vet Novice class at the 5th Annual Dick Mann's Vintage Dirt Bike Rally at Sandhill Ranch.

The event was round five of the California Vintage Racing Group (CVRG) Historic MX Series, and the final round of the four-race American Historic Racing Motorcycle Association (AHRMA) National MX Championship. Tom Anderson's Sandhill Ranch was the site of the all-vintage MX event, which drew 269 entries and a good crowd of spectators. The track was historically correct — fairly smooth and fast, but demanding. Dust was kept to a minimum, a feat in itself, considering the current northern California drought.

In past years, the Dirt Bike Rally included a MX, trials, swap meet, bike show, and flat track and hillclimb exhibitions. However, due to the level of participation, the festivities had to be split into two weekends this year. Everything but the MX ran the previous week, with this day being devoted solely to motocross.

Patterson had a truck-driving buddy carry his motorcycle across the nation, and borrowed a free airline ticket to get to California. Once here, a Budget rent-a-van got him to the races. In the 500cc Novice race, Patterson combined 1-2 moto finishes to garner the overall ahead of B.J. Behm, who piloted a Maico to a 4-5 tally. Third for the day went to recently-turned-Vet Gary Moore, riding a BSA B50 single.

In the 19-rider Vet Novice race, Maico-mounted Robert Doran dominated, scoring the victory each time out. Patterson wound up second, narrowly edging Husky pilot Steven Gyewer.

Even though he traveled all the way across the United States, Patterson was a long shot from taking home the "Long Distance" award. England sent two of its contenders to run in the Premier classes, for machines built before 1965. Adrian Moss rode promoter Dick Mann's Triumph twin-powered BSA to the overall in the Premier 500 Expert after a race-long battle with Washington's Richard Giboney and Peter Ford in the second moto. Giboney, who was riding a Matchless-engined Rickman Metisse, was second overall, with Larry Ubaldi third ahead of Gold Star rider Ford.

Bob Guest was the other Englishman, and he was also mounted on a Dick Mann machine, a BSA C15. Guest followed Jim Keeton (CZ) home in each of the Premier Lightweight (250cc) Expert motos.

Twenty-five Old Timer Amateurs competed at Sandhill, and it was CVRG series point leader Terry Pratt who took home the overall after racking up 3-1 moto finishes on a CZ. Pratt overcame a couple of midpack starts to win over Triumph rider Phil Ray (4-3) and Wayne Sumner (BSA). First-moto winner Bill Verbiscio DNF the second contest.

Dick Mann managed to find time between running the races to compete in the Old Timer Expert class. Edwin Gaylord led his share of the laps, but had to settle for the runner-up spot behind Mann after a couple of excellent races. Third went to Steve Machado (CZ), who was in the show spot each time out.

The Vet Expert class is always a tough one, but with 27 entries, it was exceptionally competitive today. A&A Racing Service's Chris Carter went 3-1 to claim the day's top spot over Yamaha MX360 rider Tim Tolleson (2-2), who recently turned Expert. Husky-mounted Billy Grossi put in a good ride to win the first outing, but could only manage fourth place in moto two, relegating him to third overall.

Graeme Fox put in a long day, competing in three classes aboard a pair of Honda four-strokes. Fox claimed the Vet Amateur victory ahead of Bill Ripley and Ron Dinapoli, then backed that up with fifth in the 500cc Amateurs and third in the 250cc Amateur class behind winner Ripley (Bultaco) and Dinapoli.

The 125cc Novice class was dominated by Japanese machinery. Honda rider Dwayne Lane topped both races to take home the overall, while John Anderson (Honda) and Yamaha-mounted John Figas wound up second and third.

There were just two 125cc Experts, but they put on one heck of a show. Friends John Roitinger and Danny Turner brought out a pair of Monarks and proceeded to run nose-to-tail in both motos. Roitinger came out on top after keeping his Swedish

CZ-mounted Terry Pratt (100) won the Old Timers Amateur division, while Dave Harris (51S) and Ernie Stair (behind Harris) chased.

John Ford piloted a non-unit Velocette in the 500cc Premier Amateur class, but he couldn't catch class winner Mike Canepa on a Rickman.

machine on full song for the duration of both motos.

The final CVRG series race is November 20, at southern California's DeAnza Cycle Park. •

Results

PRE L/W NOV: 1. W.D. Samstag (Gre) 1-1.
PRE L/W AM: 1. Eric Tucker (BSA) 2-2; 2. Rick Nabers (CZ) 1-3; 3. Michael Green (BSA) 4-1.
PRE L/W EX: 1. Jim Keeton (CZ) 1-1; 2. Bob Guest (BSA) 2-2.
PRE 500 NOV: 1. Charles Regruto (Vel).
PRE 500 AM: 1. Mike Canepa (Ric) 3-1; 2. Fred Mork (ESO) 2-2; 3. Jimmie O'Dell (R-E) 5-3; 4.Ross Poitras (Mat) 4-5; 5. John Ford (Vel) 6-4.
PRE 500 EX: 1. Adrian Moss (Tri-BSA) 1-1; 2. Richard Giboney (Mat) 2-3; 3. Larry Ubaldi (Mat) 3-4.
PRE OPEN NOV: 1. Marsh Runyon (H-D) 1-1.
125 NOV: 1. Dwayne Lane (Hon) 1-1; 2. John Anderson (Hon) 2-2; 3. John Figas (Yam) 3-3; 4. John Lee 4-4; 5. Howard Womak (Yam) 5-5.
125 AM: 1. Terry Gaylord (Suz) 1-1.
125 EX: 1. John Roitinger (Mon) 1-1; 2. Danny Turner (Mon) 2-2.
250 NOV: 1. Shannon Humphrey (Hus) 1-1; 2. Gary Smith (Bul) 2-3; 3. Leroy Cerini (CZ) 4-2; 4. Jim Willis (Hon) 3-4; 5. John McCoy (Hus) 5-5.
250 AM: 1. Bill Ripley (Bul) 1-1; 2. Ron Dinapoli (Hon) 2-2; 3. Graeme Fox (Hon) 4-3; 4. Larry Cerini (Oss) 5-4.
250 EX: 1. Gary Rabe (Hus) 2-1; 2. Jim Owens (Hus) 3-2; 3. Jerry Brandt (Yam) 6-3; 4. Jerry Edie (Hus) 4-5; 5. Rich Tiago (Hon) 7-4.
500 NOV: 1. Lloyd Patterson (CCM) 1-2; 2. B.J. Behm (Mai) 4-5; 3. Gary Moore (BSA) 7-3; 4. John McCoy (Hus) 5-7; 5. Bill Knight (Hon) 3-9.
500 AM: 1. Ken Spruit (Mai) 1-1; 2. Peter Cruttenden (BSA) 2-4; 3. Johnny Stevens (BSA) 5-2; 4. Mel Tremain (BSA) 4-5; 5. Graeme Fox (Hon) 3-6.
500 EX: 1. Dieter Klausing (Hus) 1-1; 2. Dan McDonnell (CZ) 4-2; 3. Jerry Brandt (Yam) 3-3; 4. Tim Tolleson (Yam) 2-4; 5. Matt Hilgenberg (Bul) 5-5.
OPEN TW NOV: 1. Rod Lake (Tri) 1-1; 2. Vic Johnson (Nor) 2-2.
OPEN TW EX: 1. Matt Hilgenberg (Tri) 1-1.
WMN NOV: 1. Eveline Elbracht (Ric) 1-1; 2. Ginger Machado (Bul) 3-3; 3. Barbara Barrick (Ric) 2-4; 4. Donna Reitz (Hus) 5-2; 5. Jeanne Wilson (Ric) 4-5.
WMN AM: 1. Kay Mann (Oss) 1-1.
WMN EX: 1. Jeri McClinton (DKW) 1-1.
VET NOV: 1. Robert Doran (Mai) 1-1; 2. Lloyd Patterson (CCM) 2-3; 3. Steven Gyewer (Hus) 4-2; 4. Leroy Cerini (CZ) 3-5; 5. Greg Grouleff (Tri) 5-4.
VET AM: 1. Graeme Fox (Hon) 3-2; 2. Bill Ripley (Bul) 2-3; 3. Ron Dinapoli (Hon) 1-4; 4. Marty Kukaszewski (CZ) 6-1; 5. Mel Tremain (BSA) 4-5.
VET EX: 1. Chris Carter (CZ) 3-1; 2. Tim Tolleson (Yam) 2-2; 3. Billy Grossi (Hus) 1-4; 4. Jerry Edie (Hus) 4-6; 5. Duane Joice (Yam) 8-3.
OT NOV D-1: 1. David Rogers (Tri) 1-1; 2. Stan Woods (Suz) 3-2; 3. John Wilson (Hus) 5-4; 4. Marsh Runyon (H-D) 7-3; 5. Kay Mann (Oss) 4-6.
OT NOV D-2: 1. Jim Willis (Hon) 2-1; 2. Homer Treman (Hus) 3-2; 3. Charles Regruto (BSA) 6-3; 4. Roger Bulik (Tri) 5-4; 5. Bob Gleso 4-6.
OT AM: 1. Terry Pratt (CZ) 3-1; 2. Phil Ray (Tri) 4-3; 3. Wayne Sumner (BSA) 2-5; 4. Henry Lanman (CZ) 6-2; 5. Vic Johnson (Nor) 9-6.
OT EX: 1. Dick Mann (BSA) 1-1; 2. Edwin Gaylord (Suz) 2-2; 3. Steve Machado (CZ) 3-3; 4. Bill McClinton (BSA) 4-4; 5. John Geer (CZ) 6-6.

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Interview: 250cc World Champion

While his hometown rival Dave Strijbos makes a habit of winning the most GPs, John Van den Berk, the 21-year-old Yamaha works rider from Oss in central Holland, concentrates on winning titles. In five years of GP racing, Strijbos has 21 GP wins and one World crown, while Van den Berk has won just eight GPs, but has added the 1988 250cc World title to the 125cc crown of 1987.

Last year "Berky" was the second most popular sportsman in Holland behind football player Gullit.

When you switched from the 125cc to the 250cc GPs in the winter, did you expect to end the season as World Champion?

I knew that I was a better rider than my new rivals, but I did not expect to be able to win in a new class during the first year. I had initially set myself a target of three years to win the 250cc World Championship, gradually working up from top five this year to top three next year and then the title itself. But as it has worked out, I am already the champion, even though there is still much room for improvement.

What were the most difficult things for you to learn in the 250cc class?

The most difficult change from the 125s is learning how to handle the bike and get the optimum from it. It is not so much the basic riding technique, but rather the respect you have to show for the bike. When you make a small mistake on the 125, then it was not a problem to get out of trouble. But on the 250, mistakes mean crashes. I think the preparation of the bike was also more difficult, but perhaps that was just because I was not used to doing that at this level of competition.

Race tactics were also different. There are far more potential winners in the 250cc class. Any one of the first 15 in this year's series were capable of winning a Grand Prix, while in the 125cc class it was just Strijbos and Hayle. And it has been

Holland's John Van den Berk captured his first World Championship title in the 125cc class in 1987, then backed it up with the 250cc championship in 1988.

John Van den Berk

By Alex Hodgkinson
Photos by
Kinney Jones and Hodgkinson

The 21-year-old Van den Berk won just three GPs in '88, but consistency paved the way to the 250cc title. He has no interest in riding the 500cc GPs next year.

a battle between just two or three riders for several years now. Also it is more difficult to know what each of these rivals will do in a particular situation. Racing against Strijbos week after week, you learn to know how he will react to a particular move, but in the 250s you are racing different guys all the time. It is also very difficult to race against Pekka Vehkonen. He is a very clever rider, and you can never be sure what he will do next to gain a tactical advantage. He is so difficult to pass. I learned very early in the year that it is no good to sit behind Pekka watching him for a few laps and looking for what you think will be the best way to pass him.

When he knows you are there, Pekka doesn't give you any chance to pass. That way you will only get him if you are really lucky. You have to close quickly on him, get past immediately and ride away or he will attack again. At the Italian GP, in the second moto, you saw this. I caught and passed him after a few laps and he immediately repassed me. Then I dropped back for 10 minutes before attacking quickly, so I caught him by surprise.

Even after that though, I made the mistake of sitting behind Pekka for too long, thinking that it would be no problem to pass him later. But he is like a diesel motor; he just never gets tired and goes faster at the end of a race.

Were you surprised that your rivals made so many mistakes this year?

No, not really. If you look at the 250cc World Championship in the past, it has always been the same with the riders making stupid mistakes and a total lack of consistency. Just look at (Jeremy) Whatley. He has always been the same. He is not professional enough. He wins GPs and then fails to qualify, like in Belgium.

You have finished 24 motos this year, while your teammate Rob Herring has suffered with injuries and mechanical breakdowns so that he finished only 12 races.

Herring would do better in America where they have short motos and ride crazy, going wide open from start to finish. That would be good for him, but the approach which you need for 45-minute GP motos is different. Herring wants to go from last place to first in one lap and then he crashes.

It did not really help to be on the same team as him, because he is not a good test rider. He just rides the bike which he is given and is satisfied with it. That put a lot of pressure on me because I had to test everything myself, just like last year when Mika Kouki was injured. I need a good bike if I am going to ride fast; Herring needs a good day if he is going to win. It doesn't matter with him what sort of bike he has, if he is on form that day then he will win, but when he is having a bad day, then he will crash no matter how good the bike is. I have to form a relationship with my bike, where I know how it will react and I am happy with it.

Is it your tactic to finish every race, and be satisfied with a not-so-good placing when you are not riding so well on any particular day?

Yes, that has always been the case. When you try to go harder than feels right on the day, then you will crash. Ten points, or even three or four are better than nothing when you add them up at the end of the year. The champion is the man who scores the most points. I always do my best, but when I have problems, then I accept that and go slower. There is no point in trying to charge hard to the end of the moto and losing everything, when you can slow down a little and salvage something.

But I think that I am very consistent myself. There were a couple of motos this year when I felt that I could have done better and that the problem lay with me. On the other occasions I have not been happy with the bike, like the first moto in Germany when I had the wrong tires. When the bike is good, then normally I am good. I get very frustrated with myself when the bike is good and I do not do justice to it. And those are the races where I am tempted to overstretch myself. When I am not happy with the bike, then I find it much easier to console myself with a lower placing.

Did you feel that the tracks at the start of the year, many of which were not traditional GP tracks but rather a kind of semi-Supercross track, helped to boost your confidence?

For sure the tracks which we rode at the start of the year like Arsago Seprio in Italy were technically difficult, and I like tracks like that. I don't like wide open track so much.

Did you feel confident that you could win the title by the time you went to the GPs outside Europe or did you start to get nervous then?

I had a few bad races in those GPs in America, Venezuela and Argentina. The results were not too bad because I kept my lead in the points, but if everything had gone well, then I think I could have been champion already with three GPs to race, but I wasn't happy with the bike over there. I never got nervous.

Not even in Yugoslavia?

No. That was something else. I wasn't happy with the bike that weekend. The bike was just not running properly and I was down on power.

In South America you were crashing before the first corner.

That was in Argentina. The first corner was very dangerous, and in both heats I was in the middle of the pack where the danger of crashing is always greater. I think I was just unlucky. But normally I would not be in that position because I am good from the start. After that race we changed my bike and in Sweden everything went better again.

At the final round in Sweden, you seemed so calm and cool all weekend.

Yes, the bike was running well and that gave me confidence. If I had had that bike in Argentina, then I would already have been champion there. But perhaps it is just as well. If I won the championship in Argentina hardly anyone would have been there to celebrate it with me — there were not so many press there, and my supporters could not afford to travel to South America — then it would not have been so good. It was great to win in Sweden with all of my supporters cheering me on and able to celebrate with me.

You could have settled for an easy third in the first moto in Sweden to clinch the crown, but you kept racing Vehkonen for second.

Yes, I felt so good there with all of the support and being happy with my bike. I was never worried. I was faster than Pekka and I wanted to show everyone that I was faster by dropping back from him and then catching up again.

Do you stay in the 250cc class next year or are you tempted to try for the 500cc title?

No, I stay 250. The 500cc class holds no interest for me. I think that the 250cc GPs are the most interesting, particularly if Strijbos and Bayle move up next year. I am glad I have one year of learning more than they do. But I want to be champion again, hopefully with the full factory 250cc Yamaha.

My eventual aim is to be the undisputed top rider in the 250cc class, just like Johnson is in the states. He is now 24, so I have three years on him. I hope that when I get to that age, then I will be even better than he is.

This year was a training year. Only in Italy was I really good. I want to be that good every day. That is what makes Ricky so good. That means getting everything perfect. We changed the bike too much this year for me to be good every week. Team Rinaldi and Rodney Smith got that right; they had the fastest bike all year, right from the first GP to the last.

Johnson has just beaten Hannah's record of US titles. Are you aiming for the six of Joel Roberts?

Six, I thought the record was five. I don't know about that, perhaps I will already have stopped before that.

Do you have any special plans for this winter?

The high point will be my wedding to Angelique at the beginning of next year. Before that I will be riding all of the major Supercross races and the Masters of Motocross, plus I will be going to Japan again, though I hope I can go for the Gran Prix rather than the Supercross there. They build the jumps so big and long, and we just aren't used to them when we race in Europe on tracks built to the FIM rules. So my holiday this winter will be my honeymoon. Then it is spring and we start all over again. •

Not all our trophies a

CALIFORNIA
Alba Yamaha
Beach Yamaha
Bellflower Yamaha
Burbank Yamaha
Capitol Yamaha
Concord Yamaha
Dick Allens Yamaha
El Cajon Yamaha
International Motorcycle
Jim & Jims of Santa Rosa
Kearny Mesa Yamaha
Kenny Robert's Yamaha
Long Beach Yamaha
Malcolm Smith Motorcycles
Mission Yamaha
Montclair Yamaha
Orange County Cycle
South Bay Yamaha
Sunwest Yamaha
T & O Cycle Dynamics
T & O Yamaha of Buena Park
Yamaha Country
Yamaha Motorsports
Yamaha of Covina
Yamaha Suzuki Sport Center

COLORADO
Boulder Yamaha
Lakewood Yamaha Suzuki
Longmont Yamaha

CONNECTICUT
Glastonbury Cycle Center Inc.
Libby's Sales and Service

DELAWARE
Dover Cycles

FLORIDA
Barney's Motorcycle Sales
Cahills of No. Tampa
T & D Yamaha
Yamaha Gold Coast

GEORGIA
Ivey's Cycles

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Waukon Yamaha Kawasaki
Weber's Cycle Center

ILLINOIS
Cycle Craft Yamaha
Performance Center Ltd.
Sportland Honda Yamaha
Yamaha of Downers Grove

INDIANA
Dreyer Yamaha
North End Cycle
Plainfield Sports Cycles
R & D Cycle & Snow
Tri-State Motorcycles

MASSACHUSETTS
Ray's Cycle Center

MARYLAND
Twigg Cycles Inc.

MICHIGAN
Andersons Cycle World
Four Seasons Yamaha
Ray's Yamaha Suzuki Kawasaki
Shawmut Hills Sales

MINNESOTA
Action Sports
Burnsville Motor Sports
The Hitching Post

MONTANA
Gary Surdyke Yamaha

NORTH CAROLINA
Brewer Yamaha

NEW HAMPSHIRE
Hudson Cycle

NEW MEXICO
Bobby J's Yamaha

NEVADA
Edelweiss Yamaha
Martini Yamaha
Nevada Yamaha

NEW YORK
Cycle Enterprises
Don Georges Sports Center
North End Repair

OHIO
Breyley Yamaha Inc.
Hale's Sport Center Inc.
Joe's Cycle Shop Inc.
Midway Yamaha
North Ridge Yamaha
Shipps Wheelsport

OKLAHOMA
K&N Motorcycles

OREGON
Town Center Yamaha
Yamaha of Springfield
Yamaha Sports Plaza

PENNSYLVANIA
B&B Sales & Service
Blackman's Cycle Shop
Blocker Enterprises
Cycle City II
Cycle Villa
Ray's Motor Service
Russ Majors' Sales and Service

TENNESSEE
Ed's Cycles
Sloan's Sales & Service
Thompson's Yamaha

TEXAS
Central Yamaha
Cowtown Yamaha
Denny's House of Wheels
Forest Lane Yamaha
Hurst Supply Co.
Yamaha of Texas

UTAH
Plaza Cycle

VIRGINIA
Cycle Sport Springfield
Cycle Sport Unlimited
Early's Cycle Sales
Mars Motorcycles Inc.
Wayne Cycle Shop

WASHINGTON
Lynnwood Yamaha

WISCONSIN
Bob's Yamaha City
Don & Roy's Cycle Shop
Eau Claire Cycle Shop
Fun Mobiles Inc.
Reichard Yamaha

WEST VIRGINIA
Bub's Cycle Center Inc.

re won on racetracks.

Some of our most important ones, in fact, are won in dealerships.

Not just in the dealerships with the top sales figures. Or the most impressive service centers. Or even the best parts and accessories departments.

In fact, a few are won by dealers whose team efforts make them leaders in all those areas combined.

We call them our Pacesetters. And this year Yamaha sent 105 of them to the winner's circle with this coveted award.

We also sent them to San Diego. So we could thank them in person for their performances. Pick their brains for the secrets of their success. And give them a well-deserved opportunity to idle for awhile after a year of hard driving.

So join us in congratulating Yamaha's Pacesetters for 1988.

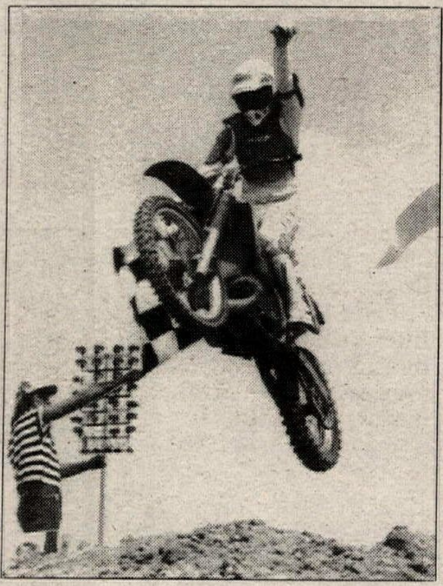
They may not have been on the racetracks this year. But they certainly came out ahead.

YAMAHA
We make the difference.™

The riders lined up on their bikes to honor the flags of Mexico and the U.S. at the International GP.

Winner Jeff Dement (27) leads runner-up Rosendo Gonzalez (93) and third-place finisher Rowdy Flanagan (far left) in the Mini Open class.

PHOTOS BY WARREN DOMKE



Mexico's Fabio Belassio won both 125cc Novice class motos.

PHOTO BY DAVID FRAZE

Lisa Peterson won the Women's 250cc Pro class at the WCN.

Storbeck stomps 'em at Monterrey International GP

By Warren Domke

MONTERREY, NUEVO LEON, MEXICO, OCT. 16

San Antonio, Texas rider Danny Storbeck aced the 250cc Expert class in two race events in the 2nd Annual Carta Blanca International Grand Prix of Motocross. Honda-mounted Storbeck won the first two motos held at Goodtimes Motorsports Park in San Antonio, then at Monterrey's Parque Cuauthemoc y Famosa he once again dominated the 250cc Expert class.

Last year's inaugural event took place in a valley near Monterrey, and thousands of spectators wandered everywhere, including on the track. There were also many problems getting equipment across the border.

But this year things were different. The border crossing was smoothed out, and the track was moved downtown into a small baseball stadium. The track was built in the center of the field and was tight, not especially fast, but interesting and generally safe with a few heart-stopping jumps.

Americans who participated in the series found Monterrey to be a charming and hospitable city and were given royal treatment while there. Most who participated last year felt that this year's Grand Prix was a better event, having benefitted from the experience gained in 1987. The Mexican hosts did all they could to make all aspects of the trip and race go smoothly.

Billy Whitley, a Cagiva rider from Lewisville, Texas, blasted his way into first place in the 125cc Expert class and managed a third place in the 250cc Expert division. Whitley won three of his four motos in the 125cc class and was consistently awesome in both classes.

Dennis Hawthorne, another Texan, rode excellent races in both classes, nailing down a respectable second place overall in the 250cc Expert class and a third in the 125cc Expert class, riding Kawasakis in both of the classes. Clay Hoenschell, one of last year's big winners, rode his Suzukis to a second place in the 125cc and a fourth in the 250cc Expert classes. Scott Renick, another Kawasaki rider, placed fourth overall in the 125cc Expert class.

Mexico was well-represented by two Honda-mounted experts, Pedro Gonzalez, of Monterrey, and Javier Coso, from Mexico City. Gonzalez placed fifth overall in the 125cc Expert class and Coso placed fifth overall in the 250s. Bad luck in the form of injuries plagued several riders, including Gonzalez, who was suffering the effects of a broken foot. Terry Tinney was healing a fractured wrist, and Hoenschell was banged up in a race two days before Monterrey.

In spite of his injured foot, Gonzalez managed a holeshot and held the lead much of the time at Monterrey, losing his lead as the 15-lap race began to wear him down and yielding positions as the moto went on. Whitley and Hawthorne passed him, and then Hoenschell came by. But the Mexican rider stayed in the race and managed to place in the top five.

As was the case last year, the Amateur classes saw a mix of top Mexican and U.S. riders riding hard against each other for their own honor and for the honor of their respective countries. Jason Krempin, a Honda rider from Austin, Texas, blew away the 125cc Intermediate class and ran second in the 125cc Open class. Krempin has had a good year and dominated his classes in Texas and through much of the West.

Jeff Dement, riding an 80cc Kawasaki, dominated the Mini Open and Mini Senior classes, receiving tough competition from Mexico's Rosendo Gonzalez, also on a KX80, and from Rowdy Flanagan, another KX80 rider.

Mexican favorites showed their mettle in several events, such as Fabio Belassio's clear dominance of the 250 and 125cc Novice classes. Belassio placed first in the 250cc class and second in the 125s, but missed the 125cc first place only because of a poor start in the first moto. Gabriel Guardado, sharing in the dominance, took first place in the 125cc Novice class and ran an honest second place in the 250cc division.

Motocross is still a relatively young sport in Mexico and the great improvement in this event from 1987 to 1988 indicates that the International Grand Prix could be a bigger and better race event in the years to come. This year it attracted more than twice as many Expert class riders than last year. ●

Results

250 NOV: 1. Fabio Belassia (Hon); 2. Gabriel Guardado (Kaw); 3. Charlie Lugo (Hon); 4. Andrian Flores (Kaw); 5. Pat Moore (Kaw).

MINI SR: 1. Jeff Dement (Kaw); 2. Rowdy Flanagan (Kaw); 3. Jose Ponce (Hon); 4. John Schultz (Kaw); 5. Erick Gonzalez (Kaw).

125 EX: 1. Dennis Hawthorne (Kaw); 2. Billy Whitley (Cag); 3. Clay Hoenschell (Suz); 4. Pedro Gonzalez (Hon); 5. Terry Tinney (Hon).

125 NOV: 1. Gabriel Guardado (Kaw); 2. Fabio Belassia (Hon); 3. Trey McCarty (Yam); 4. Jose Luis Guerr (Hon); 5. James Mitchell (Kaw).

200 INT: 1. Matt Harlan (Hon); 2. T.J. Frost (Hon); 3. Tony Hernandez (Kaw); 4. Rusty McDowell (Hon); 5. Sanee Tabassi (Yam).

490: 1. Edward Hays (Hon); 2. James Wells (Hon).

250 BEG: 1. Troy Mikeska (Kaw); 2. Apolinar Canton (HOn); 3. Eduardo Martinez (Kaw); 4. Jeff Bell (Kaw); 5. Roger Norris (Kaw).

125 OPEN: 1. Clay Branch; 2. Jason Krempin (Hon); 3. J.J. Slagle (Hon); 4. Tim McDonald.

MINI OPEN: 1. Jeff Dement (Kaw); 2. Rosendo Gonzalez (Kaw); 3. Rowdy Flanagan (Kaw); 4. Ramon Escamilla (Hon); 5. John Schultz (Kaw).

250 EX: 1. Danny Storbeck (Hon); 2. Dennis Hawthorne (Kaw); 3. Terry Tinney (Suz); 4. Javier Goso (Hon); 5. Clay Hoenshell (Suz).

P/W 50: 1. Jaime Gonzalez (Kaw); 2. Hector Rodriguez (Kaw); 3. Andrian Gonzalez (Kaw); 4. Hugo Rodriguez (Kaw); 5. Jorge Gonzalez (Hon).

MINI MINI: 1. Brad Woolsey (Kaw); 2. Erick Vallejo (Kaw); 3. Brian Detrick (Hon); 4. Sergio Villarreal (Kaw); 5. Antonio Gueloo (Kaw).

125 INT: 1. Jason Krempin (Hon); 2. J.J. Slagle (Hon); 3. Clay Branch; 4. Matt Harlan (Hon).

MINI SR BEG: 1. Guillermo Garza (Kaw); 2. Richard Rister (Kaw); 3. Pedro Quintanilla (Kaw); 4. Rogelio Rodriguez (Hon); 5. Sergio Villarreal (Kaw).

125 BEG: 1. Joel Torres (Hon); 2. Mario Salazar (Yam); 3. Richardo Torres (Hon); 4. Carlton Migura (Kaw); 5. Jose Luis Aponte (Hon).

MINI JR: 1. Dustin Traylor (Hon); 2. Brad Woolsey (Kaw); 3. Brian Oestrich (Kaw); 4. Pedro Quintanilla (Kaw); 5. Brian Rister (Kaw).

250 OPEN: 1. Matt Harlan (Hon); 2. Tony Hernandez (Kaw); 3. Sanee Tabassi (Yam).

OVER 30: 1. Kevin Horton (Hon); 2. Jaime Morales (Yam); 3. Jesus Miranda (Kaw); 4. Chuck Tressider (Hon); 5. Juan Canton (Hon).

OVER 40: 1. Lee Ford (Hon).

Zahrt zips at West Coast Nationals

By David Procida

PALMDALE, CA, OCT. 15

The California Racing Club hosted the Veterans and Women's National at Los Angeles County Raceway and the top winners included Kenny Zahrt in the Vet Pro class, Mercedes Gonzalez with the 125cc Women's Pro class

PHOTO BY DAVID FRAZE

Jim Draves (231) gets passed by Ron Way in the Old Timers Master class at the West Coast Nationals.

PHOTO BY KEMP HAUSER

Bill Cain (95) and Robbie Horton swapped wins in the 0-85cc (7-11) class at Hell Hole Creek with Cain taking round two for the overall win.

win and Lisa Peterson taking the 250cc Women's Pro class victory.

Zahrt timed the gate perfectly to lead the pack into turn one to start off the first Vet Pro class moto. Behind Zahrt was one of his old rivals "Rocket" Rex Staten. The two ex-factory racers quickly pulled away from Suzuki-mounted Joe Broussard, who had his hands full with Russell Garcia, Mark Johnson and Art Olivier.

Up front, Zahrt became the first and only rider to clear the double, but it didn't seem to be much of an advantage as Staten was on the gas and closing. Staten was soon knocking on Zahrt's back door and the two riders freight-trained their way through the sandy terrain. Garcia still occupied third, but was feeling the heat from Johnson. After studying Zahrt's lines, Staten soared alongside Zahrt, but barely edged him at the next corner.

On the next lap Staten used the same line and as Zahrt dove into the deep, sandy corner following the jump, he lost the front end and gave Staten the lead. While all of this was going on, Greg Winters had sprinted past Johnson and Garcia into the number three slot. Zahrt was up and going before the pack had caught up, but Staten was long gone and took the win. Zahrt rolled past the checkers in second with Winters, Garcia and Johnson making the top five slots.

Zahrt and Staten dragged to the first turn to start moto two, with Zahrt getting the lead. Behind the pair was Rawson, John Hateley and Terry Davis. Zahrt opened up a six-second lead almost immediately, but by lap three Staten had reeled him in and was looking for a place to pass. A short distance behind the pair, was a four rider battle for third between Rawson, Hateley, Davis and Winters.

Lap five found Rawson being challenged by Davis, with Winters in tow. Staten stuck his front tire alongside Zahrt again and again, but Zahrt wasn't budging. Staten made a bid for the lead under the white flag, but Zahrt hung it out and soared over a jump, caught a gust of wind, and landed hard on the front tire. Staten couldn't capitalize on the mishap but did manage to pull alongside in the next corner. Zahrt emerged from the corner with a bike's lead on Staten, and although Staten remained within striking range for the remainder of the lap, he didn't get the opportunity he needed for the win. Winters took home third ahead of Rawson and Davis.

Todd Peterson was the overall Vet Intermediate class winner by dominating both motos. Mike Rochester took second behind Peterson in both motos, while Randy Anderson came home in third. Ken Dickson swapped fourth place finishes with Curt Jensen and Dickson's second moto fourth gave him fourth overall.

In the Women's 250cc Pro class Mercedes Gonzalez put her Team Green/AXO/Scott/Maxima/Shoei/DMC Kawasaki into the lead at the drop of the gate in moto one. Behind her, Lisa Peterson was in front of Dana Evenson and Brenda Conner. Gonzalez and Peterson set down a pace that left everyone far behind and by lap five were encountering lappers. Late in the moto, one of those backmarkers played an important role as Gonzalez went to make a pass on an inside line, crossed paths with a slower rider, and both went down. Peterson came by, and once past the pair, didn't back off until she took the checkered flag. Gonzalez recovered to finish second ahead of Evernson and Conner.

In moto two Gonzalez wired it to the stops in an attempt to put miles between herself and Peterson, but Peterson stayed glued to the KX's rear fender. Lap after lap the two battled back and forth with the small gap between them continually shrinking. Then on the last lap Peterson took advantage of Gonzalez's deflating rear tire and powered by to take her second win of the day, and the overall win. Evenson followed Gonzalez across the line ahead of Conners in a repeat of moto one.

In moto one of the 125cc Pro class Gonzalez led the large class into turn one. Close on her heels were Tara Harrison, Peterson and Bonnie Warch. By lap three, Peterson found a line around Harrison and took over second. She began to close on Gonzalez, but the gap proved to be too much to bridge before the end of the moto. At the finish, it was Gonzalez with the win, Peterson a short distance behind with Harrison, Warch and Tami Rice rounding out the five slots.

Peterson led Gonzalez, Harrison, and the pack into turn one at the start of moto two. Peterson and Gonzalez pulled away from Harrison and halfway through the first lap, Peterson dropped her front end in a deep whoop, sending the bike up and over the following berm. Gonzalez monopolized on this error and took the lead and ran. Peterson recovered quickly and set out after Gonzalez, but the gap was too much for her to bridge. The remainder of the moto proved to be a copy of moto one, with the overall results being Gonzalez, Peterson, Harrison, Warch, and Rice taking the top five slots.

The Oldtimer Club was also on hand today in the Master class, Bob Millner led Ron Way and Jim Draves in both motos. In moto one, each rider took his turn in the lead, only to hand the win over to Millner.

In the Expert class Al Smith smoked to a pair of wins while Richard "Pappy" Bealer and David Breetwor bumped and shoved before Bealer took command of second. Breetwor, Tom Widick, and Asker Larnkjarer rounded out the top five.

Old Timer Amateur class rider Kurt Sofka also enjoyed a double moto win. Wendall Park finished second in moto one ahead of Sam English, Dale Brocket and Park. English's 3-2 earned him second overall with Brocket's 4-3 good for third overall. Rounding out the top five were Park and Pyle.

Gilles Vaillancourt went 1-1 in the Novice class with Larry Kirsch and John Webb making the top three ahead of Bill Weltman. •

Results

VET PRO: 1. Kenny Zahrt (Hon); 2. Rex Staten (Yam); 3. Greg Winters (Hon).

VET INT: 1. Todd Peterson (Yam); 2. Mike Rochester (Hon); 3. Randy Anderson (Yam).

VET NOV: 1. Kent Reed (Hon); 2. Ron Wade (Kaw); 3. Randy Burak (Hon).

VET BEG: 1. Jere Mason Jr. (Yam); 2. Steve Lee (Suz); 3. Keith Sonderman.

OT MSTR: 1. Bob Millner (Hon); 2. Ron Way (Hon); 3. Jim Draves (hon).

OT EX: 1. Al Smith (Yam); 2. Richard Bealer (Yam); 3. David Breetwor (Atk).

OT AM: 1. Kurt Sofka (Suz); 2. Sam English (Hon); 3. Dale Brocket (Suz).

OT NOV: 1. Gilles Vaillancourt (Mai); 2. Larry Kirsch (Hon); 3. John Webb (Hon).

WMN 250 PRO: 1. Lisa Peterson (Suz); 2. Mercedes Gonzalez (Kaw); 3. Dana Evenson (Suz).

WMN 125 PRO: 1. Mercedes Gonzalez (Kaw); 2. Lisa Peterson (Suz); 3. Tara Harrison (Kaw).

WMN +30: 1. Debbie Mathews (Kaw); 2. Denise DeVines (Suz); 3. Anne Darby (Yam).

WMN INT: 1. Katy Senger (Hon); 2. Dianne Spizzirri (Hon); 3. Lori Hedstrom (Hon).

WMN NOV: 1. Sue Downey (Suz); 2. Joy Ames (Hon); 3. Sue Sittman (Suz).

Hauser burns Hell Hole Creek Motocross

By Henry Muller

LEESVILLE, SC, OCT. 16

CSS/Forsyth Motosports-sponsored Jay Hauser took over the 250cc Amateur class points lead with a 1-2 moto finish while Grady Miller Honda/Barr's Competition's Jamie Hacking edged Tracey Barnett for the 125cc Amateur class win in round five of the N.A.M.E. Fall Nationals MX Series at Hell Hole Creek MX Park. Barr's Competition/O'Neal/Scott USA's Mark Spriggle piloted his Phil Flack Racing/Al Lane Suzukis to the 125 and 250cc Pro class wins with David Cantrell sweeping the 85cc (12-15 yrs) and Super Mini classes for the second week in a row.

The opening 250cc Amateur class moto saw Stacey Barnett launch his Kawasaki into the lead only to be sidelined when his motor lost power.

"The packing in the silencer came loose and clogged the exhaust pipe," said a dejected Barnett between motos.

Hauser inherited the lead and held off a late challenge from Steve Starness for the win. In his first 250cc ride, Carl Fogle finished third ahead of R.J. Van Bartel and Phillip Caldwell.

Barnett grabbed the lead at the start of the second moto and never looked back as Hauser worked his way up from fifth to second. Starnes put his Kawasaki in third but couldn't get close enough to threaten Hauser for the overall. Barnett's moto win salvaged fourth overall behind Hauser, Starnes and Fogle.

Upstate Cycle's Chuck Blackmon powered his Cagiva into the lead in the first 125cc Amateur moto ahead of Tracey Barnett and Kalan Bunch. Jamie Hacking was on the move after sticking his front wheel in the gate and worked into fourth as Barnett took the lead from Blackmon. Hacking caught Barnett and made a pass only to get out of shape and smack his chin on his crossbar. Barnett shot past and held on for the win over Hacking and Bunch.

Blackmon was quickest off the line in moto two with Hacking and Barnett next. Blackman crashed on lap two and dropped to fifth while Hacking enjoyed a three-second lead on Barnett. At the finish it was Hacking with a well-earned win over Barnett and Bunch.

Bill Cain and Robbie Horton traded moto wins in the 0-85 (7-11) class with Cain scoring the overall win by virtue of his second moto win. Horton dominated the first moto only to crash hard while leading moto two. Horton recovered for second ahead of series point leader Caven Woodruff.

Senior class action saw Frank Stronan with the jump off the gate in moto one chased by Bob Maner and Rusty Allison. Stronan led until the halfway point when Maner took over the lead and the win.

Maner hounded Stronan in moto two and charged past only to wash out and drop to third behind Allison. Lap three saw Allison pick up his pace and take the lead from Stronan. Maner needed to pass Stronan to clinch the overall and made his move with two laps to go. Maner landed the overall followed by Allison, Stronan and Freddie Smith.

Jeff Allen had everything his way in the 500cc Amateur class with a double moto win while Harrison Hair held off the charges of Richard Spivey for second overall.

Results

0-85 7-11: 1. Bill Cain (Kaw); 2. Robbie Horton (Kaw); 3. Caven Woodruff (Kaw); 4. Rhett Wilson (Yam); 5. Greg Little (Hon).

0-85 12-15: 1. David Cantrell (Hon); 2. Richie Horton (Yam); 3. Chuck Shirley (Kaw); 4. Danny Rich (Hon); 5. G. Jefferson (Kaw).

S/MINI: 1. David Cantrell (Hon); 2. Gabe Fortson (Yam); 3. Anthony Sanders (Kaw); 4. Terry McLain (Kaw).

125 NOV: 1. Andy Thompson (Yam); 2. Chris Messer (Yam); 3. Rohn White (Kaw); 4. Johnny Ware (Yam0; 5. Todd Bennick (Kaw).

250 NOV: 1. Bret Benson (Hon); 2. Larry White (Kaw); 3. Lee Martin (Yam); 4. Chad Windham (Kaw); 5. Phil Sturm (Suz).

125 AM: 1. Jamie Hacking (Hon); 2. Tracey Barnett (Kaw); 3. Kalan Bunch (Hon); 4. James Hardy (Kaw); 5. Chuck Blackmon (Cag).

250 AM: 1. Jay Hauser (Kaw); 2. Steve Starness (Kaw); 3. Carl Fogle (Hon); 4. Stacey Barnett (Kaw); 5. Eddie Steele (Kaw).

500 AM: 1. Jeff Allen (Hon); 2. Harrison Hair (Hon); 3. Richard Spivey (Hon); 4. Chirs Brady (Hon); 5. Mike Wood (Kaw).

SR: 1. Bob Maner (Hon); 2. Rusty Allison (Yam); 3. Frank Stronan (Kaw); 4. Freddie Smith (KTM); 5. Fred Wills (Hon).

S/SR: 1. Herman Andrews (Hon); 2. Harvey Andrews

PHOTO BY TERRY REZEK

Daniel Peterson (P52) took the 125cc Novice class win ahead of Jon Hughlett (11L) at the Gremlin Grand Prix at Glen Helen.

PHOTO BY PEGGY ADAMIC

James Wagner (64) leads winner Jim Slaughter (650), Jack Steele (21) and Allen Beech (17) in a 125cc C class moto at Amherst.

(Yam); 3. Jim Rice (Hon).
125 PRO: 1. Mark Spriggle (Suz); 2. Paul Jamison (Yam).
250 PRO: 1. Mark Spriggle (Suz); 2. Ross Johnston (Hon); 3. Ronald Dobbs (Suz); 4. Gary Brantley (Hon); 5. Jay McClellon (Yam).

Andrews tops Texas Vintage Motocross

By Jack Thompson

FT. WORTH, TX, OCT. 24
The second Texas Vintage Racing Club (TVRC) event held at Burleson Motocross Park saw Mark Andrews make it look easy with two moto wins.

Joe Joiner from Al Baker's XR's Only flew in for the race and took the lead on his big CZ, followed by Mark Andrews and Ole Finstead. When Joiner fell down, Andrews took the lead and never looked back except for a bar-banging battle with Tom Aylett. At the end of the first moto, it was Andrews, Aylett and Finstead.

The second moto saw Bobby Pickard line up on his Jim Pomeroy Replica Bultaco. Pickard didn't start the first moto due to a broken clutch, which he fixed between motos with the help of club members. Pickard had the eye of the tiger look in his eyes and pounced on the first turn ahead of the pack. However, Pickard's knee turned the petcock off on his Bul about halfway through the first lap, and the motorcycle ran out of gas. Joiner took the opportunity and ran out front until the end lap. By the last lap, Pickard had gotten restarted and passed most of the riders. Pickard soon laid claim to Joiner and won the second moto with gas to spare. The top three riders in the second moto were Pickard, Joiner and Andrews.

For his first moto win and his second moto third, Andrews took the overall.

TVRC wishes to thank all the shops that supported our efforts, as well as the only announcer in Texas who can currently announce 1970s-style motocross in a knowledgable fashion — Lynn Nickerson.

Results

O/A: 1. Mark Andrews (Hon); 2. Chester Czajkowski (Yam); 3. Tom Aylett (Hon); 4. Joe Joiner (CZ); 5. Jack Thompson (Pen); 6. Roger Dilley (Yam); 7. Bobby Pickard (Bul); 8. Mike Hance (Mon); 9. Rick Oestricher (C-Z); 10. Dave Allard (Bul).

Parsons pounds Glen Helen GP

By Terry Rezek

SAN BERNARDINO, CA, OCT. 16
Terry Parsons blazed to victory in the 80cc Novice class as CRC staged its annual Gremlin Grand Prix at Glen Helen.

Cory Davis took the lead as the green flag fell with Parsons already applying pressure. Parsons took the lead on the third lap and charged on for another 30 minutes for the overall win. Brian Hubert earned the 80cc Beginner class win.

Vet Expert John Hateley took the lead off the start line and was never headed, while Vet Beginner Mark Neal also led his class from beginning to end. Not one to let hubby John get all the glory, Candy Hateley won the Women's Intermediate class. It was hard to keep an eye on Hateley, though, because of the early race duel between Bonnie Warch and Tami Rice.

Rice took the lead at turn one but Warch was already on Rice's back. By lap six of the 45-minute affair Warch had taken the lead for good and the overall Women's win. Dana Evenson moved up to harass Rice for second but DNF shortly thereafter, leaving Rice in the second spot.

In the Beginner class event, the 500s went off first with Steve Pinch leading the way. Terry Puls pulled to the lead before mid-race and held it for the 500cc Beginner class win. Jeff Rogers took the 250cc Beginner class from flag-to-flag and he and runner-up Roger Linton felt comfortable enough with their leads to do some one-handed jumps whenever they saw a camera. Eric Jon Wright had the instant lead of the 125cc Beginners class and was easily running away with the race when he suddenly pulled off the track. The bike appeared to be running and he wasn't hurt but he didn't return, much to the delight of Scott Pekarek, who inherited the lead and the win.

Rob Webb came out with the early lead of the Novice class. Chris Leiker was back on the winning trail, however, and passed Webb in lap five for the lead and the eventual 250cc Novice class win. Webb finished second.

Results

80 BEG: 1. Brian Hubert (Hon); 2. Jame Otwell; 3. Matt Hall; 4. Cris Keefer (Kaw); 5. Cric Allen.
80 NOV: 1. Terry Parsons (Yam); 2. Cory Davis (Hon).
SR BEG: 1. James Dills (Yam); 2. Dean Beeson (Yam); 3. William Snyder (Hon).
SR NOV: 1. A. Barry Gordon (Hon).
SR INT: 1. Richard Wilson; 2. Robert Linville.
SR EX: 1. Robert Mennell (Hon); 2. Bill Dennis (Hon).
VET BEG: 1. Mark Neal (Hus); 2. Robert Wyckoff (Kaw); 2. Bob Breach (Yam); 3. Robert Bevington (Hon); 4. Steve Carter.
VET NOV: 1. Bruce Brown; 2. Russ Hoffman (Hon); 3. Kelly Myers Jr. (Hon); 4. Bob Boldt (Hus); 5. Mark Lounsbury (Yam).
VET INT: 1. Mike Rochester (Hon); 2. Curt James (Kaw); 3. Randy Anderson (Yam); 4. Mark Lynch; 5. Garner Palenske.
VET EX: 1. John Hateley (Hon); 2. Tracy Hrach; 3. Ken Ehlers (Hon); 4. Ronnie Gibson.
WMN NOV: 1. Sue Sittman; 2. Teal Nakayamah (Kaw).
WMN INT: 1. Candy Hateley; 2. Kathy Jo Ehrp (Hon).
WMN EX: 1. Bonnie Warch (Suz); 2. Tami Rice (Suz).
125 BEG: 1. Scott Pekarek (Suz); 2. Keith Terteman; 3. Owen Dickson (Yam); 4. David Nickols; 5. Brian Childers (Yam).
250 BEG: 1. Jeff Rogers (Yam); 2. Roger Linton; 3. Ty Green; 4. Don Salmen; 5. Lenny Hulbert.
500 BEG: 1. Terry Puls (Hon); 2. Steve Pinch (Hon); 3. Bill Boland (Hon); 4. Eugene Farnell; 5. Chris Scott (Hon).
125 NOV: 1. Daviel Peterson; 2. Jon Hughlett (Yam); 3. Adam Watters (Kaw); 4. Tom Hunter; 5. Kenny Safford.
250 NOV: 1. Chris Leiker (Yam); 2. Rob Webb (Hon); 3. Will Dickson (Yam);o 4. Kevin Haile; 5. Terry Altmann (Yam).
125 INT: 1. Dustin Evans (Suz); 2. Jeff Moore (Hon); 3. John Blood (Hon).
250 INT: 1. Gregg Blechman (Hon); 2. Dave Welty (Suz); 3. Scott Murphy (Kaw); 4. George Andrrews (Hon); 5. Ken Neitzel (Kaw).
500 INT: 1. Greg Smith.
PRO: 1. Jonny Zahrt; 2. Jeff Black (Hon); 3. Bob Stephenson (Hon).

Mann masters Gatorback Golden Cup Motocross

GAINESVILLE, FL, OCT. 9
Gatorback hosted the fourth round of the 1988 Florida Gold Cup/AMA State Championship Series. Three hundred motocrossers filled the starting gates, continuing their chase for the Florida State Championship titles.

In the first moto of the 125 Expert class, it was Jay Mann with the holeshot closely followed by Georgia's Rob Hanson and Brian McElroy in the third spot. After the first lap, Mann held a strong lead, while Hanson and McElroy were battling for second. After the fourth lap, McElroy reeled in Hanson and passed him to take second place behind Mann.

In the second moto, Mann and McElroy captured the first and second place spots with Derek Youngblood finishing third, holding Hanson off to a fourth place finish.

It was Jeff Hirshberg who took the holeshot in the 125cc B class but lost the lead to Anthony Paggio after the first lap, with Hirshberg falling back to third. Dean Baker took second with Paggio first and Hirshberg third. In the third lap of the first moto Paggio was constantly on the gas and had to fight to stay in the lead as Baker was not far behind, waiting for his opportunity to take the lead. Hirshberg went down in the fourth lap, losing his third place position to Preston Tyson. Overall in the 125cc B was Paggio, Baker and Tyson.

In the first 250/500cc Expert class moto, once again, it was Mann with the holeshot followed by South Florida's Mike Jones, Kevin Foley and Jim Royko. After the second lap, Jones and Royko fell back and it was Mann in first, Foley in second and Gary Paul taking over the third position.

The second moto of the 250/500cc Expert class was a different story as Gary Paul pulled the holeshot with Royko, John Collins and Foley close behind, while Mann was back in fifth position. After the fourth lap, Royko went down and Mann reeled in Collins and Foley for a strong second, tailing Paul for two laps but not able to steal the lead. At the checkered flag it was Paul in first, Mann second and Collins third.

Results

60: 1. Jason Sybert; 2. Ricky Carmichael; 3. Jarrett A. Tippling; 4. James Guido.
80: 1. Jason Sybert; 2. James Guido; 3. Wayne Wilkie; 4. Kim Sybert.
MINI A 12-15: 1. Billy Schlag; 2. Bryan List; 3. Glenn Campbell; 4. Tony Haynes.
125 A: 1. Bobby Mann; 2. Brian McElroy; 3. Derek Youngblood; 4. Rob Hanson.
125 B: 1. Anthony Paggio; 2. Dean Baker; 3. Preston Tyson; 4. Robert Cassube.
125 C: 1. Aaron Yates; 2. Kevin Cozatd; 3. Steven Stormant; 4. Robert McClelland.
250/500 A: 1. Bobby Mann; 2. Gary Paul; 3. Kevin Foley; 4. John Collins.
250 B: 1. Todd Gardner; 2. Jeffrey Lampe; 3. Joe Cartier; 4. Adam Smith.
250 C: 1. Rjodney Rber; 2. Scott Taylor; 3. John Havens 4. Wade Stoner.
OPEN NOV: 1. Keith Yarnell; 2. Mark Bazinet; 3. Chris Nelson; 4. Joseph Dobbs.
25+: 1. Kevin Foley; 2. Jim Royko; 3. Joe Cartier; 4. Boots Stelling.
SR: 1. Jim Marchant; 2. Jeffrey Hughes; 3. Steven Dixon; 4. Eric Lindstrom.
S/SR: 1. Bob Daniels; 2. David Brown; 3. Johnnie Raulersin; 4. Charles Lehing.

Slaughter sails at Amherst Motocross

By Peggy Adamic

AMHERST, OH, OCT. 16
Jim Slaughter piloted his Honda ahead of the tough 125cc C class competition to grab the overall win via perfect 1-1 moto finishes at Amherst.

Penton Honda-backed Slaughter, James Wagner, Kelly Johnson, Chris Miller and Bill Koleno rode through turn one side by side at the start of moto one, with Slaughter pulling ahead of the group in the second turn. Miller crashed over the tabletop and Johnson passed Wagner, but a flat tire left Johnson sidelined three turns later. As Slaughter began to pull away, Wagner held second with Koleno camping on his back tire while Jack Steele and Allen Beech moved into the top five. Slaughter took the checkers eight seconds ahead of Koleno and Steele, who had routed past Wagner mid-race. Trevor Vines grabbed fourth from Wagner on the final lap of the moto.

Wagner holeshot moto two with Miller and Koleno hot on his trail. A second turn crash left Miller, Koleno and a host of other riders in the dust. Wagner held the lead with Mike Baker, Slaughter and Steele closing in. Slaughter dispensed of Baker as Dave Dolish routed ahead of Steele. By the beginning of lap three Slaughter had gone into the lead and began to pull away. Wagner held second with Miller moving into third before the beginning of lap four. Miller challenged Wagner in a close race for second for the final two laps. Slaughter finished with a commanding 16-second lead. Wagner and Miller were side-by-side at the end but Wagner held a slim lead to hold second. Steele and Vines passed Dolish on the last lap to round out the top five.

Ron Dunfee rode to double moto wins in the combined 125/250cc A class. Dunfee had little trouble as he took both motos in the same start-to-finish manner. Harold Robison finished behind Dunfee in both outings with Barney Barnett grabbing 3-3 moto finishes.

John Bell took the double moto wins in the 250cc C class. Bell took the wire-to-wire win in moto one. Steve Smith chased the Honda rider for two laps before Jack Steele moved in and passed Smith for second. Smith lost two more places to Greg Ferris and Shane Smith before the moto's end.

Bell, Steve Smith and Shane Smith were 1-2-3 to begin moto two. Bell matched his first moto win by taking the start-to-finish win. Shane passed Steve mid-race as Steele moved from his seventh place start to grab third within the last half a lap.

Bryan Jones holeshot moto one of the 250cc B class as Bob Werschey took second with Steve Wooledge following in third. The three held their positions through mid-race when Wooledge moved around Werschey. Jones remained ahead of the two riders to the checkered flag.

D.J. Heberlein holeshot moto two as Werschey, Chris Grasso, Wooledge, Tom Mihavics and Jones routed through the first turn behind Heberlein. By the beginning of lap two Wooledge and Jones had moved in behind Heberlein and within the next half a lap routed past the first place rider. Jones was beginning to reel in Wooledge when Wooledge crashed over a set of doubles. Jones took over the lead with Grasso moving past Werschey to take second as Heberlein faded to fourth. Dave Blauman chased the four riders to the checkers in fifth.

Results

50: 1. Jesse Finley (Yam); 2. Larry Rust (Yam); 3. Ryan Andrews (Yam); 4. Jimmy Sosinsky (Suz); 5. Matt Macan (Yam).
60: 1. Randy Salamon (Kaw); 2. Chad Wright (Kaw).
80 7-11: 1. Randy Salamon (Kaw); 2. Mike Salamon (Kaw); 3. Jeremy Lawson (Kaw); 4. Tony Ralston (Hon); 5. David Brehl (Hon).
80 12-13: 1. John Grasso (KTM); 2. Mike Katin (Hon); 3. Jay Hershey (Suz); 4. Trevor Trace (Kaw); 5. Brent Abel (Kaw).
80 14-15: 1. Trevor Vines (Hon); 2. Jason Myers (Kaw); 3. John Caruso (Hon); 4. Dave Hernansky (Yam); 5. Joe Lawson (Kaw).
125 SCHBY: 1. Jason Balas (Hon); 2. Tim Baker (Kaw); 3. Bill Koleno (Kaw); 4. Jeff Wooledge (Hon); 5. Joey Mezatesta (Hon).
125 B: 1. Chris Grasso (KTM); 2. Chuck Francisco (Suz); 3. Shane Peck (Hon); 4. Brad Quear (Hon); 5. Tim Baker (Kaw).
125 C: 1. Jim Slaughter (Hon); 2. James Wagner (Hon); 3. Jack Steele (Hon); 4. Trevor Vines (Hon); 5. Chris Miller (Hon).
125/250 A: 1. Ron Dunfee (KTM); 2. Harold Robison (Suz); 3. Barney Barnett (Hon); 4. John Diezic (Hon); 5. Rick Hammond (Hon).
250 B: 1. Bryan Jones (Kaw); 2. Bob Werschey (Yam); 3. Dave Blauman (Hon); 4. D.J. Heberlein (Hon); 5. Chris Grasso (KTM).
250 C: 1. John Bell (Hon); 2. Jack Steele (Hon); 3. Shane Smith (Suz); 4. Greg Ferris (Hon); 5. Steve Smith (Suz).
OPEN B: 1. Scott Piper (Hon); 2. Dave Blauman (Hon); 3. Shane Smith (Hon); 4. Neal Davis (KTM); 5. Craig Coon (KTM).
SR 1: 1. Henry Hauenstein (Hon); 2. Carl Davis (Hon); 3. Denny Armstrong (Hus); 4. Mike Weaver (Yam); 5. Steve Kaplin (Hon).
SR 2: 1. Stan Coutad (Hon); 2. Denny Salamon (Hon); 3. Larry Stahl (Hon); 4. Tom Knapp.
EXTRA: 1. Art Jackson (Hon); 2. Jim Slaughter (Hon); 3. Chuck Nicholson (Hon); 4. Jason Balas (Hon); 5. John Diezic (Hon).

Hart doubles at Baylands MX

By Mike Vancil

FREMONT, CA, OCT. 5
Grayson Hart used a pair of Hondas to capture four moto wins and thereby gain the overall in both the 125 and 250cc classes at Baylands Raceway Park.

The 125cc Pro class was a one-on-one confrontation between Hart and Danny Paladino, also on a Honda. Hart's chief competitor in the 250cc Pro class was Sean Conley. In both motos Hart came from behind to take the point. Conley was second in both motos and was trailed in by Ron Allen.

Jeff Ingram was the winner of the 125cc Beginner class and was never worse than third into the second corner in the field of 12 riders. Mike Sexton captured second overall with his 2-3 score, while Brent Ferrera fell and took a 12th in the first moto but came back strong in the second to finish behind double-winner Ingram. Ferrera ended up sixth overall.

The 250cc Beginner class was topped by Rick Brewster on a Honda. But it was an uphill battle as he trailed both Mike Morgan and Chris Babcock across the finish line in

Paul Krause rode his Kawasaki 12 laps for first overall and first in the 250cc Expert class at the Hilltoppers Rosarito Playa GP.

moto one. In moto two Morgan was again going for the lead but he crashed in the rockers and DNF. Brewster inherited the lead and was extremely busy in holding off Dave Kopels. When the checkers fluttered it was Brewster still holding the point to get a 3-1 performance and the overall win. Kopels' 4-2 got him third overall and Babcock's 2-3 rides earned him second overall.

Results

80 MINI BEG: 1. Clayton Keates (Yam); 2. Chad Green (Yam); 3. Brett Whitmore (Kaw).
80 MINI JR: 1. Aaron Cantrelle (Kaw); 2. James Alexander (Hon); 3. Anthony Larez (Kaw).
80 MINI JR: 1. Peter Urfer (Kaw).
125 BEG: 1. Jeff Ingram (Yam); 2. Mike Sexton (Yam); 3. Teddy Herzon (Hon); 4. John Romanoff (Hon); 5. Kurt Conley (Kaw).
125 JR: 1. Dan Reger (Hon); 2. Lance Lucero (Yam); 3. Shawn Yuill (Suz); 4. Dave Kopels (Hon); 5. John Matalamaki (Hon).
125 INT: 1. Eric Pucelik (Hon).
125 PRO: 1. Grayson Hart (Hon); 2. Danny Paladino (Hon).
250 BEG: 1. Rick Brewster (Hon); 2. Chris Babcock (Hon); 3. Dave Kopels (Kaw); 4. Jeff Anderson (Yam); 5. Beau Melvin (Suz).
250 JR: 1. Rick Alves (Hon); 2. Mike Hodges (Hon); 3. Danny Allen (Kaw); 4. Steven Storie (Suz).
250 INT: 1. Duane Hughes (Hon).
250 PRO: 1. Grayson Hart (Hon); 2. Sean Conley (Kaw); 3. Ron Allen (Kaw).
OPEN BEG: 1. Troy Dulleck (Hon); 2. Mark McNutt (Hon).
OPEN JR: 1. Tom Conklin (Kaw); 2. Jim Pilgrim (Hon); 3. Terry Ash (Hon).
OPEN INT: 1. Jon Nicolaus.
OPEN PRO: 1. Sean Conley (Kaw); 2. Tim Fergon (Hon).
VET JR: 1. George Golling (Hon); 2. Bernie Reali (Hon).
VET MSTR: 1. Duane Hughes (Hon).
VET PRO: 1. Steve Lawrence (Hon); 2. Jerry Caton (Hon).
OT MSTR: 1. Don Swearingen (Hon).

Norman nails Rosarito Beach GP win

By Greg Niemann

ROSARITO BEACH, BAJA CA, MEXICO, OCT. 16
Randy Norman nailed the win in the Open Expert class at the fourth and final Hilltoppers Rosarito La Playa Grand Prix, held through the streets and beaches of this Baja California resort town. Norman completed 11 laps on the six-mile course in the one-and-a-half hour race.

Randy Morales led the first lap but had to return to the pits on the back of a pickup after his motor seized. That gave the lead to Open Vet Expert class rider Danny Sanchez and he stayed out front for the next two laps.

Johnny Campbell was the next to inherit first and he held the lead for two laps before Craig Adams made his way by. Norman was on the move and charged up to take first from Adams on lap seven, then never looked back for the next four laps to take the win. Adams stayed in second ahead of Brian Schmuckle, while Sanchez held on to take fourth overall and first in the Open Vet Expert class.

Willy Haney was the first Amateur class rider across the line and the final rider to complete 11 laps at fifth overall, and he was followed by Open Amateur class rivals David Simon and Phil Pasco at sixth and seventh overall.

Paul Krause completed 12 laps in the 0-250cc race run earlier in the day in such thick fog along the beach that it was difficult in some spots to see the turns until the riders were almost on them.

"I got lost at one point, but I just followed Craig Adams," Krause said.

Second overall and first in the Vet Expert class went to Jeff Haase while Randy Morales took third overall. Greg Fountain was next across the line and third in the 250cc Expert class, while Rick James was the only other rider to complete 12 laps in fifth and second in the Vet Expert class.

Charles Halcomb pushed his Suzuki 125 to 11th overall and first in the 80-200cc Expert class after completing 11 laps. He was well ahead of the next 125cc finisher Larry Thompson.

Results

80 BEG: 1. Jim Carmona (Kaw); 2. Steven Marlett (Hon).
200 BEG: 1. Jim Tepner (KTM); 2. David Jones (Kaw); 3. Darren Ebberts (Yam); 4. Brett Camping (Yam); 5. Brandon Reeves (Hon).
200 NOV: 1. Daryl Hawkins (Hon); 2. Brad Kelly.
200 EX: 1. Charles Halcomb (Suz).
200 U/CLFD: 1. Bill Boyer (Hon); 2. Dane Ware (Kaw); 3. James Brown (Kaw); 4. Victor Roman (Hon).
250 BEG: 1. Jim Albert (Hon); 2. Eric Myers (Hon); 3. Brad Oldenbrook (Yam); 4. Forest Brueske (Hon); 5. Tony Motta (Hon).
250 NOV: 1. Tim Wingfield (Hon); 2. Joseph Flora (Yam); 3. Dan Cole (Yam).
250 AM: 1. John Maroney (Hon); 2. Willy Haney (Hon); 3. Robert Maaron (Hon); 4. Gary Hall (Hon); 5. Paul Suter (Hon).
250 EX: 1. Paul Krause (Kaw); 2. Randy Morales (Yam); 3. Greg Fountain (Yam); 4. Jeff Kaplan (Hon); 5. Craig Adams (Hon).
250 U/CLFD: 1. Larry Penrod (Yam); 2. Alan Barker (Suz); 3. Danny Cantu (Yam); 4. Robert White (Hon); 5. James Edwards (Yam).
OPEN NOV: 1. Cal Myers (Kaw); 2. Allie Russell (Hon); 3. Louie Romo (Yam); 4. Rex Lair (Hon); 5. Chris Ray (Hon).
OPEN AM: 1. Willy Haney (Hon); 2. David Simon (KTM); 3. Phil Pasco (Hon); 4. Raymond Alvarez (Hon); 5. Steve Kotsinadelis (Cag).
OPEN EX: 1. Randy Norman (Yam); 2. Craig Adams (Hon); 3. Brian Schmuckle (Hon); 4. Phil Means (Hon); 5. Tony Wanket (Hon).
OPEN U/CLFD: 1. Kurt Hintz (Hon); 2. Jim Armand (Hon); 3. Jim Swartzbaugh (Hon); 4. Bill Ferguson (Hon); 5. Mike Curo (Kaw).
VET EX 200: 1. Larry Thompson (Yam); 2. Andyu Tancredi (Yam); 3. David Wentz (Yam); 4. Warren Barr (Kaw).
VET BEG 250: 1. John Oldenbrook (Hon); 2. Louis Booth (Hon).
VET NOV 250: 1. Michael Kull (Hon); 2. Brad Pertner (Hon); 3. Dale Pickard (Yam); 4. Jim Peterson (Yam); 5. Dave Wells (Hon).
VET AM 250: 1. Larry Gross (Yam); 2. Chris Brooke (Kaw).
VET EX 250: 1. Jeff Haase (Kaw); 2. Rick James (Kaw); 3. James Hanson (Hon); 4. Marty Moates (Yam); 5. Dennis Tipton (Yam).
VET BEG OPEN: 1. David Pritchard (KTM); 2. Stephen Bassett (Hon).
VET NOV OPEN: 1. Jose Fierro (Hon); 2. Randy Stricklin (Kaw); 3. Brad Bell (Hon).
VET EX OPEN: 1. Danny Sanchez (Hon); 2. Scott Smith (Hon); 3. Roberto Casas; 4. Don Boese (Yam); 5. Marty Martin (ATK).
VET U/CLFD OPEN: 1. Tim Tolleson (Hon); 2. Scott Sivadge (Hon); 3. Bill Luck (KTM); 4. Charlie Bill (Yam); 5. Walter Dougherty (Hon).
SR BEG: 1. Terry Brueske (Hon).
SR NOV: 1. Jerry Young (Hon); 2. Barry Simon (Hon); 3. Michael See (Yam); 4. Dennis Duke (Yam).
SR EX: 1. Eric Hodel (Hus); 2. Bob Haynard (KTM).
SR U/CLFD: 1. Donnie Curd (Kaw).

Hart pumps out win at Baylands

By Mike Vancil

FREMONT, CA, OCT. 12
Grayson Hart earned the overall victory in the 250cc Professional class with a 2-1 performance tonight at Baylands Raceway park.

In the first moto it was a rapid-starting Ken Zahrt who grabbed the immediate lead and held off the moto-long challenges of Hart. Hart finished second to the Z-Tech Racing and O'Neal USA sponsored Zahrt.

In the second moto a controversial start clouded the outcome but once Zahrt got into second place he seemed to slow down his attack. In fact third-place Ron Allen nearly repassed him on two occasions prior to the checkers. Fourth in overall points scored was Suzuki-mounted Mark Porter.

Dave Kopels was impressive in winning the 125cc Junior class with double moto victories. His fortune was created by the misfortune in moto one of Dan Reger and Tyler who had initially been scored as first and second, respectfully. The undoing of Reger and Hummel came after each passed a lapped rider on the yellow flag as a prone rider lay in the middle of the track. Their claim that the white and the yellow were both waving and they could only see the white was discarded in view of the danger and the repeated warnings at Baylands to never pass on a yellow. The injured rider was able to get up off the track moments later and returned to action in moto two. The adjusted first moto positioning ended with Kopels in first, Lance Lucero in second and Albert Iniguez third.

In the second moto Kopels piloted his

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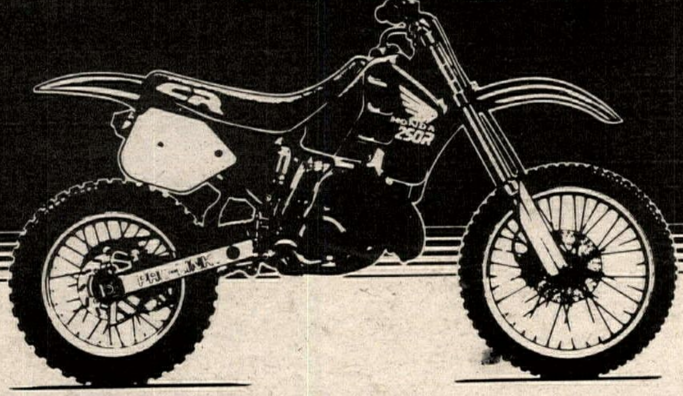

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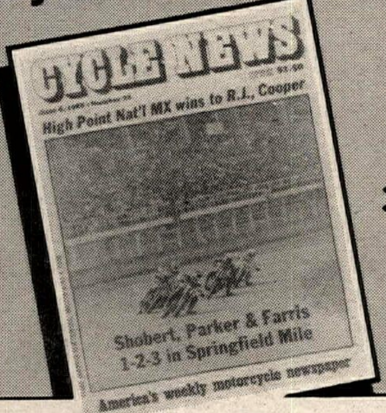

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PHOTO BY GARY CRIDER

Dickie Fountain (235) gets the holeshot ahead of winner Ken Kowalczyk (45), runner-up Mickey Walden (64), Paxton Owens (29) and Milton Garner (77) at the start of the 250cc C class at Hillbilly Hills.

Honda, sponsored by Aftershocks and Rock Oil, to another first and the overall. He was chased to the checkers in this moto by Lance Lucero, who, by his consistent finishes, got the second place overall.

Results

80 MINI BEG: 1. Brian Alves (Yam); 2. Brian Barrington (Kaw); 3. Matt Grebe (Kaw).
80 MINI JR: 1. Aaron Cantrelle (Kaw); 2. Reno Alexander (Hon).
125 BEG: 1. Jeff Ingram (Hon); 2. Joe Shepard (Hon); 3. Brent Ferrera (Hon); 4. Mark Klauser (Kaw); 5. Craig Oku (Hon).
125 JR: 1. Dave Kopels (Hon); 2. Lance Lucero (Yam); 3. Albert Iniguez (Kaw); 4. Chris Hops (Hon); 5. Tyler Hummel (Suz).
125 INT: 1. Eric Pucelik (Hon).
250 BEG: 1. Mike Morgan (Hon); 2. Rick Brewster (Hon); 3. Jeff Anderson (Yam); 4. Wade Porter (Hon); 5. Dave Kopels (Kaw).
250 JR: 1. Mike Hodges (Hon); 2. Steve Matlock (Yam); 3. Steven Storie (Suz); 4. John DiMaggio (Hon).
250 PRO: 1. Greyson Hart (Hon); 2. Ken Zahrt (Hon); 3. Ron Allen (Kaw); 4. Mark Porter (Suz).
OPEN BEG: 1. Mark McNutt (Hon); 2. Jerry White (Yam).
OPEN JR: 1. Tom Conklin (Kaw).
OPEN INT: 1. Jon Nicolaus (Kaw).
OPEN PRO: 1. Tim Fergon (Hon); 2. Greyson Hart (Hon).
VET JR: 1. Kent Reed (Hon); 2. George Golling (Hon); 3. Scott Wright (Yam).
VET MSTR: 1. Duane Hughes (Hon); 2. Larry Baker (Hon).
VET PRO: 1. Phil Douglas (Hon); 2. Steve Lawrence (Hon).
OT MSTR: 1. Don Swearingen (Hon).

Bereman romps at Baylands ST

By Mike Vancil

FREMONT, CA, OCT. 9

Randy Bereman captured the win in the 500cc Expert class on the 3/8 - mile oval at Baylands Raceway Park.

Bereman came back from a disappointing third in the heat race to capture the win over Andy Tresser, Speedy Kell and Steve Raymond in the final. Bereman adapted to the blue groove and somewhat slippery surface by scrubbing off speed early in the entrance to the corners and then powering out onto the straights. Tresser's drives into the corners were spectacular but he had to fight the machine to stay where he could apply more throttle coming out of the corners. The battle was won by Bereman but he didn't win it by much.

Johnny Murphree experienced two feature wins in the 60cc and 80cc classes.

Joe Koppi was the feature winner in both the 250 and 500cc Novice classes. Koppi beat a solid field of 10 other riders in the 500cc final and also did in three other competitors in the 250cc final.

Fun event of the day was a winner-take-all, Big Guys on Lil Bikes class in which adults had to ride 50cc machines on a five dollar donation, winner takes all situation. Roger Paulson borrowed Jake Keeny's Yamaha to out-power the Honda of Chris Wortman. Paulson ran at least 10 strides at the green flag to allow the engine to catch up with the velocity gained by running. A last ditch, short-cut effort by Wortman and his track side helper came up unsuccessful. but the fans enjoyed the attempt.

Results

P/W: 1. Jake Keeny (Yam); 2. Scott Arnold (Yam); 3. Michael Ray Erl (Yam); 4. Sheena Patterson (Yam); 5. Brian Gonzales (Yam).
60 MINI: 1. Johnny Murphree (Kaw); 2. Jeff Gabhart (Kaw); 3. Shawn Russell (Kaw); 4. Graig Gonzales (Kaw); 5. A.J. Herrera (Yam).
80 MINI: 1. Johnny Murphree (Kaw); 2. Tim Alvernaz (Yam); 3. Robert Stevenson (Yam).
250 NOV: 1. Joe Koppi (Suz); 2. Dan Hunt (Yam); 4. Dave Acosta (Hon); 5. Rocky Maccarone (Suz).
500 NOV: 1. Joe Koppi (Yam); 2. Mike Sprenger (Yam); 3. Michelle DiSalvo (Yam); 4. Jeff Smathers (Hon); 5. Shannon Adams (C-A).
500 JR: 1. Stan Morris (Yam); 2. Jack Winans (Yam); 3. John Gonzales (Yam); 4. Jeff Eklund (Yam); 5. Kevin Gonzales (Hon).
VET: 1. Gary Milewski (Hon); 2. Kevin Gonzales (Hon).
500 EX: 1. Randy Bereman (Rtx); 2. Andy Tresser (Rtx); 3. Speedy Kell (H-D); 4. Steve Raymond (Rtx).
BIG GUY: 1. Roger Paulson (Yam); 2. Chris Wortman (Hon).

Crozier, Martin top Hillbilly Hills MX

By Gary Crider

MACON, GA, OCT. 9

Promoter and pro motocrosser Kevin Mathews played host to 211 entries from five states at Hillbilly Hills MX with near-perfect weather and track conditions. Local ace Tommy Martin was the top money winner, taking overall victories in the 250 and 500cc divisions. Honda's Mark Crozier edged Martin for the 125cc A win while Team Green's Ezra Lusk claimed double honors in Senior Mini and Super Mini action.

Mike Tolbert and Martin were the only riders to compete in all three A classes. Tolbert finished behind Martin in the 125 and 500cc A contests to take third and second overall, respectively.

Martin's was clearly the top scorer in 250cc A racing with 2-1 finishes. First moto winner Crozier DNF the second moto. Tolbert, who finished third in moto one also DNF the final. Todd Neal, a newcomer to the A ranks, claimed runner-up honors via his 4-2 tally over Rick Lindell's 5-3.

The 125cc B first moto saw a close race between Wagoner Cycle Works-backed Chance Matthews and Honda Motor Mart's Earnest Harbin. Harbin held on for the win over Matthews and said, "That was a real work-out! We made physical contact several times, but I held my ground."

Moto two, however, belonged to Suzuki pilot Matthews as he led every lap to net top gold. Habin's come-from-behind effort was halted by Shane Pene. Habin had to settle for 1-3 finishes and second overall over Pene's 4-2 and Todd Downs' 3-4.

Harbin led the opening 250cc B moto until a crash set him back to a third place finish and eventual 3-1 score for second overall. Barr/Yamaha of Doraville's Downs turned in the winning 1-2 score.

Dan Lipscomb is looking strong in his comeback from a leg operation last August. Lipscomb won the Open B class after sharing moto wins with Wallace Fincher. First moto winner Fincher turned in a spectacular ride in moto two after dropping his XR600 Honda in the first turn after the start. Fincher charged through traffic and closed on leader Lipscomb in the final seconds before the flag, but had to settle for second and second overall. Kenneth Wood has returned to MX after a long absence and finished a very respectable third overall ahead of Benny Durrough.

Matt Boone and Matt Walker have traded their 50cc machines for the much bigger 60cc mounts. Boone and Walker shook up the usual 60cc finishing order here as Boone took the runner-up slot with Walker coming in forth overall. David Dishman had a clear edge over the field, however, and led both motos from start to finish.

Randy Tomlinson crashed spectacularly out of contention in Senior (30+) action but proved his toughness by returning to win both Senior (40+) motos over Randy Tillery.

South Carolina's Walter Stephens looked confident en route to a perfect score in Senior (30+) action over Jay McClellan and Steve Volo.

Results

50 MINI: 1. Aaron Lindsey (Yam); 2. Chad Albritton (Yam).
65 MINI: 1. David Dishman (Kaw); 2. Matt Boone (Kaw); 3. Nicholas Kosko (Kaw); 4. Matt Walker (Kaw); 5. Sean Morgan (Hon).
JR MINI: 1. Danny Haynes (Kaw); 2. Jason Grier (Suz); 3. James Grier (Suz); 4. Chris McNeil (Kaw); 5. Josh Morgan (Suz).
SR MINI: 1. Ezra Lusk (Kaw); 2. Will McEntyre (Kaw); 3. Brian Raymond (Suz); 4. Ryan Reynolds (Hon); 5. P.J. Howell (Hon).
SPR MINI: 1. Ezra Lusk (Kaw); 2. Matt Shue (Kaw); 3. Brian Raymond (Suz); 4. Ryan Reynolds (Hon); 5. Johnny Dean (Suz).
125 C: 1. Jamey Brannon (Hon); 2. Chris Dunkin (Yam); 3. Andy Thompson (Yam); 4. Dickie Fountain (Hon); 5. Kenny Stinson (Yam).
250 C: 1. Ken Kowalczyk (Hon); 2. Mickey Walden (Yam); 3. Paxton Owens (Hon); 4. Dickie Fountain (Hon); 5. Milton Garner (Suz).
125 B: 1. Chance Matthews (Suz); 2. Earnest Harbin (Hon); 3. Shane pene (Yam); 4. Todd Downs (Yam); 5. Dan Lipscomb (Hon).
250 B: 1. Todd Downs (Yam);l 2. Earnest Harbin (Hon); 3. Brian Robertson (Kaw); 4. Brad Hayes (Hon); 5. Gary Brown (Hon).
OPEN B: 1. Dan Lipscomb (Hon); 2. Wallace Fincher (XR); 3. Kenneth Wood (Hon); 4. Benny Durrough (Mai); 5. Brad Jones (Hon).
SR (30+): 1. Walter Stephens (Kaw); 2. Jay McClellan (Yam); 3. Steve Vollo (Hon); 4. Greg Quador (Yam); 5. Ray Carroll (Hon).
SR (40+): 1. Randy Tomlinson (Suz); 2. Randy Tillery (Hon); 3. Bobby Bishop (Kaw); 4. Charlie Owens (Hon); 5. John Krieger (Kaw).
125 A: 1. Mark Crozier (Hon); 2. Tommy Martin (Hon); 3. Mike Tolbert (Hon); 4. Rick Lindell (Yam); 5. Ricky Young (Yam).
250 A: 1. Tommy Martin (Hon); 2. Todd Neal (Kaw); 3. Rick Lindell (Yam); 4. Ross Johnston (Hon); 5. Joe Rogers (Hon).
500 A: 1. Tommy Martin (Hon); 2. Mike Tolbert (Hon); 3. Joe Rogers (Hon); 4. Tommy Smith (Yam); 5. Billy Ethridge (Hon).

Currier quick at Clark County AX

By Derryl Anderson

RIDGEFIELD, WA, OCT. 14

Darrin Currier got right down to business tonight as he went 1-1 to claim the overall win in the Up The Hill class of the Arenacross held at the Clark County Fairgrounds.

In moto one Craig Bowman took the initial lead ahead of Currier, Mike Dean, Jesse Dean, Pete Feneide, Rod Nees and Longview Honda's Craig Kanen. Currier slid under Bowman on lap one as Town Center Yamaha's Mike Dean began to pressure Bowman. Lap after lap Dean tried to pass Bowman but nothing worked. At the checkered flag the order read Currier, Bowman, Mike Dean, Jesse Dean and the others.

In the final moto Currier got the scratch followed by Jesse Dean, Bowman, Kanen and Feneide. Feneide caught the banners in turn five but restarted shortly. Meanwhile Currier increased his lead over Jesse and Mike Dean, Bowman and Nees who were all ultra-close lap after lap. Kanen chased Nees but couldn't make a pass. With one lap to go Mike Dean got massive air over the big middle jump and went into second, clinching that position for the night. At the finish it was Currier, Mike and Jesse Dean, Bowman, Nees, Kanen and Feneide.

In the 250cc Intermediate class Paulson's/Screwy Design-backed Kevin Whyte went 1-1 to take control for the opening. Behind him in moto one was Shane Donaca, Ben Wageman and Nathan Pippert, who threw a chain and went out for the night. At the end the order remained unchanged.

In moto two Whyte again took the start ahead of Donaca and Wageman. Whyte once again dominated the class as everyone else strung out and stayed in the same order.

Results

50: 1. Jasson Hanson; 2. John Hardy; 3. Jim Kirkman; 4. Tyler Manley.
60 JR: 1. Mike Smith; 2. John Hardy.
60 SR: 1. Mike Smith; 2. John Hardy.
60 SR: 1. Cory Johnson; 2. Robert Holtgrew.
80 BEG: 1. Kory Rasmussen; 2. Vince Bacon; 3. Josh True.
80 JR: 1. Ryan Anderson; 2. Jeff McIntosh.
125 BEG: 1. Don Kovak; 2. Eric Totten; 3. Scott Willis.
125 JR: 1. Troy Shanefelt; 2. Trevor Levitt.
125 INT: 1. Jason Balaski.
250 BEG: 1. Steve Mox; 2. Scott Knapp.
250 JR: 1. Darrin Currier; 2. Mike Dean; 3. Craig Bowman.
250 INT: 1. Kevin Whyte.
250 PRO: 1. Darrin Rogers.
OPEN JR: 1. Steve Cathey.
OPEN INT: 1. Jeff Boom.
+30: 1. Vince Figone.
+40: 1. Mike Hickman.
UTH: 1. Darrin Currier; 2. Mike Dean; 3. Craig Bowman.
4-STRK: 1. Chris Beggs; 2. Kevin Bass.

Pucharich tops White City Enduro

By Karen Frizzo

WHITE CITY, IL, OCT. 9

Dave Pucharich took the overall A class at White City's 27th Annual Big Red Enduro. Pucharich dropped only six points on his Honda to beat Brian Niehaus, who dropped 16 on his Yamaha.

It was a perfect day for an enduro, with the temperature in the 60s and a shower the night before, the 99.8 mile course was in great shape. Course chairman Ron Scheller did a great job of setting up a very competitive but rideable course with many good spectator areas and a spectator route sheet.

The start saw riders leaving a motocross type infield directly into an eight mile wood section, all riders dropped some points here.

Jeff Sledge took High Point B honors with a one point win in the 200cc B class. Sledge dropped 23 points to Ron Werner's 24.

Other close racing saw Rick Ingold drop 19 points to Brad Belsky's 20 points in the Open A class.

Results

O/A A: 1. David Pucharich (Hon).
O/A B: 1. Jeff Sledge (Yam).
200 A: 1. Roger McCormick (Kaw); 2. Don Duck (Kaw); 3. Steve Harlin (Kaw).
250 A: 1. Brian Niehaus (Yam); 2. Kelly Getz (Hon); 3. Greg Shafer (Hus); 4. Jeff Mezosi (Kaw); 5. Larry Sumption (Hus).
OPEN A: 1. Rick Ingold (Hus); 2. Brad Belsky (Hon); 3. Don Ryan (Hon); 4. Graig Hayes (Hus); 5. Jay Hall (Hus).
SR A: 1. Jerry Weselon (Hus); 2. Roger Aupperle (Cag); 3. Farrel Lard (Kaw).
4-STRK A: 1. Lance Martin (Hon); 2. Dave Tinsley (Hon); 3. Jim Frizzo (Hon); 4. Pete Dochwat (Hon); 5. James Fischer (Hon).
200 B: 1. Ron Werner (Kaw); 2. Vincent Heneberry (Kaw); 3. Kevin O'Brian (Kaw); 4. Geo. Wills (Kaw); 5. Ron Dilback (Kaw).
250 B: 1. Brian Erwin (Suz); 2. Dirk Enslet (Kaw); 3. Todd Matthew (Kaw); 4. Tim Van Brooker (Hus); 5. Mike Brubacker (Kaw).
SR B: 1. Dick Rohda (Atk); 2. Gary Hollowich (Hon); 3. Lest Slighton (Hus); 4. Jim Varcho (Kaw); 5. John Luka (Hus).
S/SR: 1. John Cygnoe (Kaw); 2. Al Bergquist (Yam); 3. Don Ryan (Kaw); 4. Bob Grider (Hus); 5. John Menssen (Kaw).

Carr wins Devils Bowl Half Mile

By Bob Bagwell

DALLAS, TX, OCT. 16

The weekend's activities at the annual Fall Motorcycle Rally & Races at Devils Bowl Speedway saw an AMA-sanctioned half mile race run on Sunday, the day after the 600 National. When the final checkered flag had waved, Ohio's Steve Morehead had won the battle, but California's Chris Carr had won the war.

For quite a while a debate has raged over whether or not a 750cc dirt tracker could beat a 600cc bike on the black rubber groove at Devils Bowl. Steve Morehead had called promoter Bob Bagwell from Ohio and asked if he could ride his Harley-Davidson XR750 in Sunday's half mile. The answer was yes and the stage for the battle was set.

Although $500 posted by Harley Owners Group was up for grabs in the main event (it would go to the highest placed Harley rider), the 750cc vs. 600cc debate would end in the Dash for Cash which featured the four heat race winners. Riding 600cc machinery, Carr, hometown hero Terry Poovey and easterner Will Davis won the first three heats. Morehead rolled to the line on his XR750 for the fourth and final heat and promptly took the lead and then the win with room to spare.

The heat race winners lined up for the six-lap Dash For Cash and when the green light flashed it was Morehead off the line first with Carr and Poovey hot on his rear wheel. Carr got beside Morehead several times, but each time the Findlay Flyer would pull away. The dice went on for all six laps, but Morehead scored the win with Carr second, Poovey third and Davis fourth. The debate was settled: a 750 could and did beat the best 600s at Devils Bowl.

Carr had revenge in his eyes as he lined up for the 12-lap Junior/Expert main event. Carr pulled the holeshot with Morehead and Poovey right behind him. Morehead mounted his biggest challenge on the third lap, pulling alongside Carr. Carr held off Morehead while Poovey was running third, apparently lacking the horsepower to catch the leaders but charging hard into the corners nonetheless.

On lap six it became apparent that Morehead's tire was going away and Carr pulled a bike length on the back stretch as Poovey set his sights on Morehead and the second place spot.

By the 10th lap Morehead's tire was history and he slipped off the groove. Poovey took over second as Morehead went to the high groove trying to keep pace, but all the Ohio rider could do was hang on to third.

Carr took the win with Poovey second, Morehead third, Davis fourth and Steve Aseltine fifth. Alan Powers, in seventh place, was the first Junior rider to cross the line.

Mike Hale, the Texas rider who won the Pro-Am race the night before, continued his winning ways by winning his heat, semi-final, and the Pro-Am main event Sunday.

Mini class racing saw Earl Hayden from Owensboro, Kentucky, and his Hayden

Wrecking Crew show everyone the fast way around a dirt track oval. Jenny Hayden topped the 50cc class, Nicky Hayden the 60cc division, and Tommy Hayden took top honors in the 80cc class.

Results

JR/EX: 1. Chris Carr (H-D); 2. Terry Poovey (Hon); 3. Steve Morehead (H-D); 4. Will Davis (H-D); 5. Steve Aseltine.
P-A: 1. Mike Hale; 2. Jimmy Sanchez; 3. Shane Jolly; 4. Chuck Setsinger; 5. Randy Nigg.
50: 1. Jenny Hayden; 2. Kendal Dotson; 3. Jeff Pizer; 4. Steven Barreras.
60: 1. Nicky Hayden; 2. Tommy Hayden; 3. Bill Kennedy; 4. Jenny Hayden.
80: 1. Tommy Hayden; 2. Marc Williams; 3. Charles Fontonot; 4. Scott Stevens.
125: 1. Brandon Hancock; 2. Jason Lorge; 3. Scott Williams; 4. Bill Brown.
250: 1. Greg Teague; 2. Brandon Hancock; 3. Alan Eadie; 4. Ty Howard; 5. Marc Burch.
OPEN: 1. Greg Teague; 2. Paul Hewett; 3. Alan Eadie; 4. Mike Lawrence; 5. Jeff Pizer.
VINT: 1. Johnny Issacs; 2. Claude Parker; 3. John Jackson; 4. Jimmy Stoval; 5. Gerald Jessup.

Dool dusts New York HS

By Gary Socia

ENFIELD, NY, OCT. 16
More than 100 riders turned out for the final round of the NYS Hare Scrambles Series at Enfield, and Rich Dool took the overall victory with Rich Daly Sr., on a Dyno-Port KTM, giving chase after taking the early lead. Third overall went to Senior A class rider Gary Socia on a Dyno-Port KTM, with Dan Rock right behind.

The Amateur classes were hotly contested with Ken Westfall beating the 250cc class, Glen Davis smoking the Open Amateur class, and John Oechsle Jr. grabbing the 125cc Amateur win.

The two large Novice classes provided some good racing with Jim Winder winning the 0-200cc class and Len Baltimore getting the Open class win.

Suzuki-mounted Mike Larry won the Senior B class with a good ride, and Rich Daly Jr., on a Dyno-Port Kawasaki ran away with the Mini class.

Results

MINI: 1. Rich Daly Jr. (Kaw); 2. Jon Rightmire (Yam); 3. Jay Stanton (Kaw).
EX: 1. Rich Dool (Hon); 2. Rich Daly Sr. (KTM); 3. Dan Rock (KTM).
0-200 AM: 1. John Oechsle Jr. (Kaw); 2. Bill Kramer (Kaw); 3. Norm Smith (Hon).
250 AM: 1. Ken Westfall (KTM); 2. Mike Meleski (Hon); 3. Seth Bruce (Hon).
OPEN AM: 1. Glen Davis (Kaw); 2. Art Trombly (Hon); 3. Nick Ciardi (Hon).
SR A: 1. Gary Socia (KTM); 2. Ted Smith (Hon).
SR B: 1. Mike Larry (Suz); 2. Bruce Miller (Kaw); 3. Tom Murrey (Hon).
0-200 NOV: 1. Jim Winder (Hon); 2. Greg Passmore (Hon); 3. Tom Burgdorf (Kaw).
OPEN NOV: 1. Len Baltimore (Kaw); 2. Jeff Congden (CA); 3. Jim Congden (KTM).

Jones jams to Gran Prix Raceway MX win

By Peggy Adamic

CANAL FULTON, OH, OCT. 16
Kawasaki-mounted Bryan Jones rolled to double moto wins in the 250cc B class, as Gran Prix Raceway held its one and only CRA-sanctioned motocross of the season.

Jones took the lead from Steve Wilmington in the second turn to begin moto one. Yamaha-mounted Bob Werschey and D.J. Heberlein quickly dispenced of Wilmington and set out in pursuit of Jones. Heberlein kept pace with Werschey into the third lap when Heberlein caught and passed Werschey. By moto's end, Jones had built up a 26 second lead. Heberlein, Werschey, Wilmington and Chuck Adams rounded out the top five.

Wilmington and Jones were side by side at the start of moto two with Werschey on their rear whels. Jones took the lead and Werschey passed for second within the first four turns of the moto. The three riders held their positions for five laps when Heberlein routed his Honda around Wilmington. Jones, riding strong after a six week lay-off, finished with a 23 second lead on Werschey, who was holding a solid six seconds on Heberlein.

Honda riders David Hand and Barney Barnett swapped moto finishes in the 125/250/Open A class. Hand took the lead off the line with Barnett routing past the front-runner two turns later to begin moto one. Barnett and Hand held their 1-2 positions throughout the race, as Steve Gardiner moved past Rob Yenulonis and John Hill to take third by mid-moto.

Hand holeshot moto two with Hill and Barnett on his rear wheel. Hill and Barnett both went down in the battle for second with Gardiner and Yenulonis moving past the downed riders. Within one lap, Barnett passed Yenulonis and went to work on Gardiner. While Hand continued to build his lead, Barnett began cutting the seconds between himself and Gardiner. Hand held a 10 second lead as Barnett moved in on Gardiner. The two riders rode tire to tire for two laps before Barnett was able to grab second.

Jack Steele rode his Honda to the overall win in the 250cc C class with 3-1 moto finishes. Shane Smith routed his Suzuki into turn one with Greg Ferris, John Bell and Steele following. Smith remained out front for the five lap moto, as Bell and Steele moved past Ferris during the third lap. Smith was out to a commanding 20 second lead with Steele unable to pass Bell.

Bell holeshot moto two. Ferris and Steele chased Bell in the first turn with Smith back in sixth place. As Smith picked off the

PHOTO BY PEGGY ADAMIC

Bryan Jones won the 250cc B class at Gran Prix Raceway.

competitors ahead of him, Steele began pushing Bell. By the beginning of lap three, Steele had passed Bell and Smith had moved past Ferris to grab third. Steele held on to take the win ahead of Bell, Smith, Ferris and Henry Hauenstein.

Results

50: 1. Andy Wickens (Yam); 2. Mark Callahan (Yam); 3. Jesse Finley (Yam); 4. Darius Elkin (Yam); 5. Ryan Andrews (Yam).
60: 1. Brock Sellards (Kaw).
80 12-13: 1. Mike Katin (Hon); 2. Jason Myers (Kaw); 3. Jay Hershey (Suz); 4. Brent Abel (Kaw); 5. Vince Karnow (Yam).
80 14-15: 1. Trevor Vines (Hon); 2. John Caruso (Hon); 3. Jason Myers (Kaw); 4. Chris Tuttle (Kaw); 5. Eric Nepodah (Kaw).
125 SCHBY: 1. John Caruso (Hon); 2. Kevin Deyling (Yam); 3. Mike Katin (Hon).
125 B: 1. Chris Bodo (Hon); 2. Chuck Francisco (Suz); 3. Jason Huffman (Hon); 4. Gene Kelly (Kaw).
125 C: 1. Chris Miller (Hon); 2. Jack Steele (Hon); 3. James Wagner (Hon); 4. Bill Koleno (Kaw); 5. Jim Slaughter (Hon).
125/250 A: 1. David Hand (Hon); 2. Barney Barnett (Hon); 3. Steve Gardiner (Hon); 4. Rob Yenulonis (Yam); 5. John Hill (Hon).
250 B: 1. Bryan Jones (Kaw); 2. Bob Werschey (Yam); 3. D.J. Heberlein (Kaw); 4. Steve Wilmington (Kaw); 5. Chuck Adams (Hon).
250 C: 1. Jack Steele (Hon); 2. John Bell (Hon); 3. Shane Smith (Suz); 4. Gregg Ferris (Hon); 5. Henry Hauenstein (Hon).
OPEN B: 1. Shane Smith (Hon); 2. Jerry Boyd (Hon); 3. Ken Frank (Hon).
SR 1: 1. Henry Hauenstein (Hon); 2. Bernie Bellinger (Suz); 3. Henry Huffman (Hon).
SR 2: 1. Jerry Boyd (Hon); 2. Tom Knapp (Yam).

Lewis lassos Iron Horse Enduro win

By Bill Herndon

RED MOUNTAIN, CA, OCT. 9
"Jimmy who?"

That's what scorekeepers were asking after Somis, California's Jimmy Lewis dropped an unbeatable 0.06 points to capture the overall victory at the Southern California Enduro Club (SCEC) Iron Horse Enduro. And what made Lewis' ride so amazing — beside dropping just six seconds — was the fact that the 20-year-old Lewis accomplished this feat riding a 125cc machine on a course that was more suited to the bigger bikes. Lewis rode a Smith Goggles/Roko Sports/ND Spark Plugs/IRC/Kal-Gard/O'Neal USA-backed Yamaha YZ125.

"I did the ISDE Qualifiers this year, but when I come down here (SCEC), I usually get about third because of getting lost or burning (checks). This was my best ride yet."

Husky rider Jordan Chaney, who suffered odometer problems in last month's SCEC enduro in Barstow, scored a respectable 0.35 for second overall and first in the Open A class.

Finishing five seconds off Chaney's pace was last month's winner Scott Crawford, who in turn picked up the 250cc AA class victory.

"The sand hill special test was pretty dangerous because of the sand ruts from that (recent) rainstorm, and I wouldn't risk it," said Crawford. "But, Jason (Ingersoll, who is locked in the 250cc series title fight with Crawford) dropped two points because he lost his brakes. SCEC said no one would zero (the course), so I'm happy with my ride."

Ingersoll's brake problems, however, only slowed him down a little. He still managed second 250cc AA at 18th overall with 3.108 points dropped.

Fourth overall went to Tim "Bowling Ball" Beall who topped the Open A Vet class with a 0.51, the fourth of four riders to score a zero. The first "one" was Willie Kennedy with a 1.40. He took fifth overall and topped the 250cc AA class, while his series class rival John "Boy" Ferro worked a check to earn first-place points, keeping in pace with Kennedy. Sixth overall with a 1.76 was Yamaha rider Tom "Chapter 11" Karos. Rounding out the top 10 were Brett Bainbridge, Doug Krausman, Mike Ferro and Rob Wrandsky.

Dana Bell gave up the reigns in the Women A class to compete against the men in the 250cc A Senior class. Bell, riding a KDX200 and back on course following a knee injury,

PHOTO BY KATHY HERNDON

ATK-mounted Harry Keast (11A) won the 250cc Senior AA class at the SCEC Iron Horse Enduro in Red Mountain, California.

finished fifth in class (out of 10 riders) with a seven.

Heavy hitters Rick Roddiwig, Steve Williams and Ron Lawson knocked themselves out of contention with burns. Roddiwig and Williams each burned two checks and Lawson three.

Taking first overall in the Family Loop One division was B Women class rider Janice Rubin, who piloted her Yamaha to a 2.53 score. Second place in the C Mini divison was Chad Cook on a Kawasaki. Leslie Hobensack finished third overall for second B Women.

Checks four and nine were officially protested for mileage but were remeasured afterwards and found to be accurate, thus the protest were thrown out.

Results

O/A: 1. Jimmy Lewis (Yam); 2. Jordan Chaney (Hus); 3. Scott Crawford (Yam); 4. Tim Beall (Hon); 5. Willie Kennedy (Hon); 6. Tom Karos (Yam); 7. Brett Bainbridge (Yam); 8. Doug Krausman (Hon); 9. (Tie) Mike Ferro (Hon)/Robert Wranosky (Hon).
200 AA: 1. Jimmy Lewis (Yam); 2. John Pomo (Kaw).
200 A: 1. Brian Urban (Yam); 2. Craig Flanders (Hon); 3. Robert Rumrill (Kaw); 4. Rick Roddewig (Kaw); 5. Kay Kleiber (Yam).
200 B: 1. Tom Moss (Kaw); 2. Ryan Stenberg (Yam); 3. Bill Flanders (Hon); 4. Craig Anderson (Kaw); 5. Stephen Mueller (Yam).
200 C: 1. Steven Bennett (Kaw); 2. Jeff Graham (Kaw); 3. Dane Ware (Kaw); 4. Fred Tessaro (Kaw); 5. Corey Edwards (Hon).
250 AA: 1. Scott Crawford (Yam); 2. Jason Ingersoll (Hon).
250 A: 1. Brett Bainbridge (Yam); 2. Chris Jonnum (Yam); 3. Robert Keller (Yam); 4. Rob Peters (Yam).
250 B: 1. Bob McClellan (Yam); 2. Leonard Kilman (Yam); 3. Chris Dobbins (Yam); 4. David Klim (Hon); 5. Erik Mattson (Hon).
250 C: 1. Kirk Matthews (Kaw); 2. Darren Rivers (Hon); 3. Tim Keyes (Hus); 4. John Miller (Hon); 5. Bryan Michelson (Kaw).
OPEN AA: 1. Steve Williams (Yam); 2. Ron Lawson (Hon).
OPEN A: 1. Jordan Chaney (Hus); 2. Robert Wranosky (Hon); 3. Brad Siedschlag (Hon); 4. Bill Kuentz (C-A); 5. Gordon Nickel (Yam).
OPEN B: 1. James Curry (Hus); 2. Thane Rivers (KTM); 3. William Blocher (KTM); 4. Cliff Ranney (Hon); 5. Michael Othites (Hon).
OPEN C: 1. Gary Dudley (Hus); 2. Bart Bakker (Kaw); 3. John Bunch (Hon); 4. John Perry (Hon); 5. Brad Jensen (Hon).
4-STRK A: 1. Randy Bennett (Hon); 2. Randy Bustamante (Hon); 3. Al Spangler (Hon); 4. Dave Lambert, Sr. (Hus).
4-STRK B: 1. Fred Tuttle (Hon); 2. Mark Fraker (Hon); 3. Scott Sandefur (Hon); 4. Brad Hagbery (Hus).
4-STRK C: 1. Dennis Greene (Hon); 2. Bob Williams (Hus); 3. Chris Hinrichs (KTM); 4. Steve Johnson (Hus); 5. Jeff Bozarth (Hon).
VET 250 AA: 1. Willie Kennedy (Hon); 2. Mark Cook (Hon); 3. Sam Bell (Kaw); 4. Robert Bush (Kaw); 5. Robert Burtis (Yam).
VET 250 A: 1. Tom Karos (Yam); 2. Mike Ferro (Hon); 3. John Meurs (Yam); 4. Andre Butcher (Yam); 5. Mike Ryan (Yam).
VET 250 B: 1. David Springer (Kaw); 2. Mark Louthan (Yam); 3. Robert Caddoo (Yam); 4. Ray Lawrence (KTM); 5. Gary Horwald (Hon).
VET 250 C: 1. David Bronson (Yam); 2. Rick Early (Hon); 3. Dennis Navarre (Yam); 4. John Foreman (Suz); 5. Bryan Welch (Yam).
SR 250 AA: 1. Harry Keast (ATK); 2. John Bainbridge (Yam).
SR 250 A: 1. Dennis Scammell (Yam); 2. Merv Murray (Yam); 3. Pete Markese (KTM); 4. John Fontaine (KTM); 5. Dana Bell (Kaw).
SR 250 B: 1. Richard Griswold (Yam); 2. Jerry Cleland (Kaw); 3. Ron Andrews (Yam); 4. John Flanders (Hon); 5. Stephen Miller (C-A).
SR 250 C: 1. Ken Graham (Suz); 2. Bob Huff (Yam); 3. Yvon Martineau (Hon); 4. Richard Richardson (Yam); 5. Steve Freeman (Hon).
SR OPEN AA: 1. Bill Daniel (KTM); 2. Joe Dion (Hus); 3. Don McNamee (Yam).
SR OPEN A: 1. Gary Niederhuth (Yam); 2. Ed Stenberg (ATK); 3. Jim Rucker (Hon); 4. Dale Atkins (KTM); 5. Steve Peters (Hus).
SR OPEN B: 1. Trevor Powell (Hus); 2. Rick Taylor (Hon); 3. Ron Going (Yam); 4. Tony Harrell (Yam); 5. Neil Kirkland (Yam).
SR OPEN C: 1. Phil Blackburn (Hus); 2. John Bailey (Hon); 3. Tim Cahoon (KTM); 4. Ken Neal (Yam); 5. Rick Kane (Yam).
S/SR AA: 1. Ed Mazenko (Hon); 2. Gus Paull (Hus); 3. Neal Keith (Kaw).
S/SR A: 1. Ed Butler (Kaw).
S/SR B: 1. Keith Anderson (Yam); 2. Harry Hoffman (Hon); 3. Richard Tomac (Yam); 4. Bruce Boulter (Kaw).
S/SR C: 1. Manny Rivers (Hon).
WMN A: 1. Dawn Pacha (Yam); 2. Dodi Orndoff (Kaw).
LOOP ONE
WMN B: 1. Janice Rubin (Yam); 2. Leslie Hobensack (Yam); 3. Diane Olson (Yam).
WMN C: 1. Debbie Kane (Yam); 2. Janene Vigar (Kaw); 3. Christy Anderson (Hon); 4. Pam Rockwell (Hus); 5. Frosty Cannon (Yam).
MINI C: 1. Chad Cook (Kaw); 2. Cliff Cook (Kaw); 3. Craig Hoffman (Suz).
BEG: 1. Rick Dworaczyk (Yam); 2. Ken Iriart (Hon); 3. Tim Collins (Hon); 4. Jeff Severns (Suz); 5. Colin Miller (Kaw).
200 C-16: 1. Matt Freeman (Suz); 2. Steven Lusa (Suz).

Grove grooves at Whisky Ridge GP

By Andy Hanson

SHARPSBURG, MD OCT. 9
The first-ever Whiskey Ridge Cross-Country Grand Prix held in Sharpsburg saw hometown favorite Tony Grove outlast a field of the area's top riders.

Bobby Delivuk proved to be the quickest sprinter on the Le Mans start and grabbed the early lead. At the end of the first lap it was Delivuk followed closely by John Rutherford, while Gordon Blalock led a freight train of five riders a minute back in third place.

Rutherford managed to slip by for the lead on the second lap, and open up a slight margin on Delivuk by the time they went through the scoring barrels. A hard-charging Andy Kendle was moving up through the pack from a slow start, and joined the battle for third place. By lap three, Rutherford had pulled out to lead by nearly a minute, and Kendle had put his KTM past the traffic to take over second as Delivuk slowed with mechanical gremlins. Mike Locker had also rammed his way through the crowd to take over sole possession of third place, and had opened up a little breathing room.

Lap four saw Locker repass Kendle for second, and this order held for the next three laps, even though most were pitting for gas at the halfway mark. On lap eight Locker went out with a broken bike and Rutherford spent a long pit stop trying to fix a broken clutch mechanism. This left Kendle in the lead as Rutherford rejoined the fray in second place without a working clutch, but his lead was slim over Grove, who had steadily improved upon his 10th-place start.

Grove's steady charge carried him past Rutherford on the next lap, but he still had a three-minute deficit to close before engaging Kendle. When Kendle failed to appear on schedule on the last lap Grove assumed the lead for the first time in the race. Michael

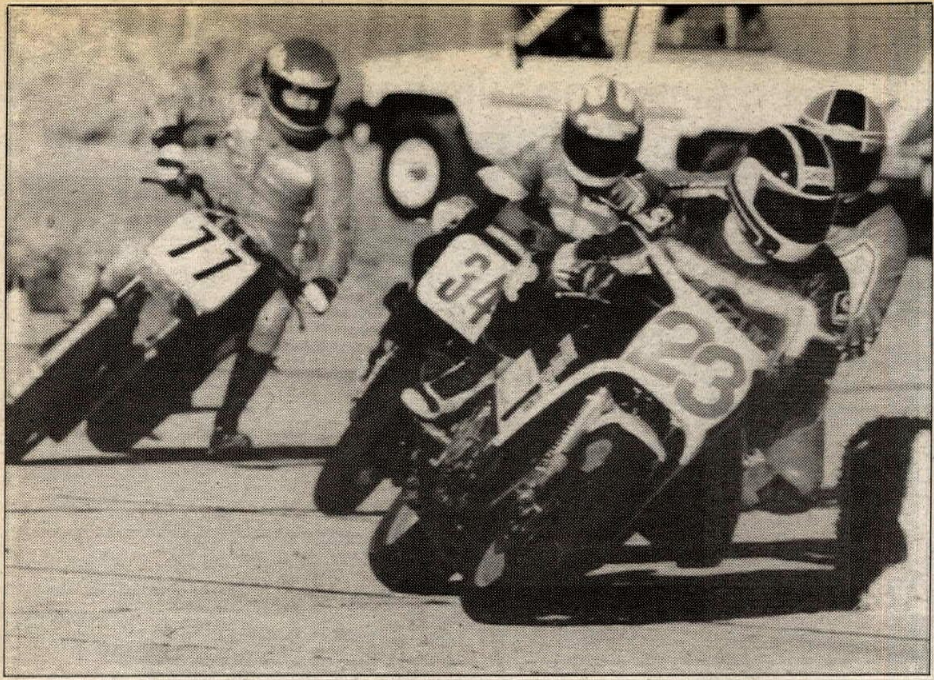

PHOTO BY GARY STEFKO

Kel Davidson (23) leads Tad Goimarac, Karl Krievins (34) and Bill Jenkins at the USBA Sprint races at Wendover, Utah.

Johnston had moved past Rutherford for third, and Michael Moore was closing in on the leaders in fifth after a race-long charge through the pack following a fouled plug at the start.

Grove pulled in to the checkered flag with plenty of breathing room on Kendle, who had recovered to take second. Johnston held strong to the finish and pulled in next, followed by Rutherford and Moore.

Results

250 A: 1. A. Kendle (KTM); 2. M. Johnston (Hon); 3. M. Moore (Hon); 4. H. Foote (Yam); 5. J. Owen (Hon).

OPEN A: 1. J. Rutherford (KTM); 2. J. Demond (KTM); 3. G. Goemmer (KTM); 4. W. Lord (KTM); 5. M. McNelis (Hus).

200 B: 1. A. Fraunfelter (Kaw); 2. T. Stepps (Yam); 3. R. Blalock (Hon); 4. R. Pecile (KTM); 5. P. Fearro (Kaw).

250 B: 1. S. Wightman (Kaw); 2. E. Queitzsh (Hus); 3. C. Carrol (KTM); 4. J. Michael (Kaw); 5. M. Spence (KTM).

OPEN B: 1. M. Rutherford (Kaw); 2. B. Woodfall (Hon); 3. M. Harndon (Hus); 4. K. Chesser (Hon); 5. R. Curtis (Hon).

4-STRK: 1. J. Smith (Hon); 2. W. Mortfeld (Hon); 3. J. Pickle (Hon); 4. R. MacGregor (Hon); 5. J. Kraft (Hon).

SR: 1. M. Parks (ATK); 2. L. Combs (KTM); 3. K. Ridenour (Yam); 4. K. Osterman (KTM); 5. D. Bothe (Kaw).

S/SR: 1. C. Beegle (Hon); 2. M. Stinson (Kaw); 3. J. Gamble (Hus); 4. R. Seiss (Hon0; 5. J. Cohen (KTM).

JR: 1. A. Shaffer (KTM); 2. E. Jones (Kaw); 3. W. Cohen (KTM); 4. M. Mittendorf (KTM); 5. J. Grempler (KTM).

Hopperstad scores wins in Wendover RR

By Bill Peters

WENDOVER, UT, OCT. 1

John Hopperstad won another $1800 in Yamaha contingency money at the Utah Sport Bike Association's final round of '88 Sprint races at Wendover. Strong riding and good support from sponsor Boulder Yamaha made it possible for Hopperstad to walk off with the bulk of Yamaha Superbike contingency money at every USBA Sprint race during the '88 season.

The 400cc Superbike race followed the script established earlier in the season with Chris Gardner and John Hopperstad battling away. Gardner got away well at the start for the early lead, followed by Dale Kieffer, Boulder Yamaha's Hopperstad and Greg Nichols. Hopperstad got around Kieffer for second place on the second lap, then proceeded to look for places to gain ground on Gardner. Hopperstad cut Gardner's lead a little bit on each lap and when Gardner ran into slower traffic Hopperstad closed on the leader even more. However, Gardner was only briefly slowed, and freed himself just as Hopperstad came up on the same lapped riders and took the checkered flag comfortably ahead of Hopperstad. Dale Kieffer held off Greg Nichols for third.

Hopperstad led from the start in the 600cc Superbike race followed by John Hjelm, Tad Goimarac and Chris Gardner. Greg Nichols passed Goimarc then set his sights on Gardner in third. Hjelm drew within three bike lenghts of Hopperstad at one point, but the leader wouldn't give up any more and claimed his first win of the day.

Hopperstad got a perfect holeshot to lead Chris Gardner for the first lap of the 750cc Superbike race. Kieffer and Nichols trailed behind. Kieffer soon got past Gardner to claim second in the early laps, and Nichols followed through for third. Nichols steadily crept up on Kieffer, passed him on the fifth lap and held onto second at the checkered flag.

Results

MINI GP

50 PROD: 1. Brock Roberts (Yam); 2. Fred Paiz (Yam); 3. Jeff Hill (Yam); 4. Chris Bodily (Yam).

50 PROD 200 LBS: 1. Roger Baird (Yam); 2. Roger Bennet (Yam).

500 S/BK: 1. Fred Paiz (Yam); 2. Brock Roberts (Yam); 3. Jeff Hill (Yam); 4. Roger Baird (Yam).

F-4: 1. Chris Gardner (Kaw/Yam); 2. Broc Roberts (Hon/Yam); 3. Fred Paiz (Yam); 4. Dale Kieffer (Yam); 5. Steve Pratt (Suz).

NOV

RACE 1, 750: 1. Steve Ritchie (Suz); 2. Damon Carr (Suz); 3. John Archuleta (Suz); 4. Michaedl Gruska (Suz); 5. Ted Polevoy (Yam).

RACE 1, 600: 1. Brandcon Fuller (Suz); 2. Tom Greer (Yam); 3. Masunori Kanda (Hon).

RACE 2, 750: 1. Steve Ritchie (Suz); 2. Damon Carr (Suz); 3. Michael Gruska (Suz); 4. John Archuleta (Suz); 5. Ted Polevoy (Yam).

RACE 2, 600: 1. Brandon Fuller (Suz); 2. Tom Greer (Yam); 3. Masunori Kanda (Hon); 4. Ben Behunin (Kaw).

O/A: 1. Ritchie; 2. Carr; 3. Arhuleta; 4. Gruska; 5. Polevoy.

PROD

250: 1. Brock Roberts (Kaw).

400: 1. Lee Parks (Kaw); 2. Bill Lenatsch (Yam).

600: 1. Karl Krievins (Hon); 2. Tad Goimarac (Hon); 3. Jim Billingsley (Yam); 4. Richard Christopher (Hon).

750: 1. Chris Gardner (Suz); 2. Karl Krievins (Hon); 3. Tad Goimarac (Hon); 4. Tim Jackson (Suz); 5. Doug Reid (Hon).

OPEN: 1. Laird White (Suz); 2. Chris Gardner (Suz); 3. Jeff Arbon (Suz); 4. Tim Jackson (Suz); 5. Doug Reid (Hon).

S/BK

250: 1. Brock Roberts (Kaw).

400: 1. Chris Gardner (Yam); 2. John Hopperstad (Yam); 3. Dale Kieffer (Yam); 4. Greg Nichols (Yam); 5. Fred Paiz (Yam[).

600: 1. John Hopperstad (Yam); 2. John Hjelm (Suz); 3. Greg Nichols (Yam); 4. Tad Goimarac (Hon); 5. Jim Billingsley (Yam).

750: 1. John Hopperstad (Yam); 2. Greg Nichols (Yam[); 3. Dale Kieffer (Yam); 4. John Hjelm (Suz); 5. Chris Gardner (Suz).

OPEN: 1. John Hopperstad (Yam); 2. Greg Nichols (Yam); 3. Laird White (Suz); 4. John Hjelm (Suz); 5. Jeff Arbon (Suz).

FORMULA

1: 1. Laird White (Suz); 2. Mike Hack (Suz); 3. Tim Jackson (Suz); 4. Kel Davidson (Suz); 5. Rod Brueske (Yam).

2: 1. John Hjelm (Suz); 2. Sean Balaun (Yam); 3. Karl Krievins (Hon); 4. Bill Jenkins (Hon); 5. Jim Billingsley (Yam).

3: 1. Fred Paiz (Yam); 2. Lee Parks (Kaw); 3. Bill Lenatsch (Yam).

DW: 1. Gary Harrington (Kaw); 2. Sean Balaun (Yam).

Fish wins title at Forest Hill Trials

By Matt Liberatore

FOREST HILL, MD, OCT. 2

Craig Fish became the first rider to regain the number one plate in six years in District 7 trials competition by clinching the Central Mayland Trials Associations' final trials event of the season at Dave Button's farm in Forest Hill.

Leading from the first section on, Fish held off the late charge of Jim Palmer and stopped the Fantic rider's winning streak at two, thus preventing Palmer a chance to take over the top spot with one round remaining. Palmer's Fantic has been running horribly since it was stolen and thrashed before the Hagerstown Trial.

Marc Brooks topped Jeff Pickle in the Intermediate class with both riders earning enough points to move up to the Advanced ranks. Third place Advanced class rider Jeff Layer still holds a two-point lead in the race for the end-of-year top Intermediate award.

Charlie Clements once again won the Senior A class with Pate Keen coming in second. Clements now holds just a one-point edge in the standings for the number one plate.

Russell Nelson took his Beta to another Senior B class win, clinching the championship as well. Mike Klementovich brought his Fantic in second.

Mark Roll made it two in a row in the Novice class with a 10-mark victory over Juris Vieglins, who once again finished second. Gene Jakiela edged Carl Bastek out of third with three more cleans after they finished tied on 40 marks lost. Vieglins now holds a five-point lead over Bastek in the Rookie of the Year points race with the finale just two weeks away. ●

Results

EX: 1. Craig Fish (Yam) 41; 2. Jim Palmer (Fan) 51; 3. Ralph Wright (Yam) 73.

ADV: 1. Matt Liberatore (Beta) 78; 2. Jeff Nash (Fan) 90; 3. Jeff Layer (Yam) 91; 4. Stan Bollinger (Yam) 107.

INT: 1. Marc Brooks (Beta) 62; 2. Jeff Pickle (Hon) 73; 3. John Isherwood (Mon) 80; 4. Chip Lawson (Beta) 89; 5. Ron Snider (Mon) 116.

NOV: 1. Mark Roll (Yam) 28; 2. Juris Vieglins (Yam) 38; 3. Gene Jakiela (Yam) 40; 4. Carl Bastek (Beta) 40; 5. Jay Partner (Apr) 52.

SR A: 1. Charlie Clements (Yam) 51; 2. Pate Keen (Beta) 67; 3. Dave Bardell (Apr) 88.

SR B: 1. Russell Nelson (Beta) 24; 2. Mike Klementovich (Fan) 38; 3. Don Smith Jr. (Yam) 44; 4. John Stark (Mon) 56; 4. Richard Schillinger (Yam) 97.

RESULTS

Motocross
Mosier Valley MX
Euless, TX
Oct. 7

50	
Gabriel Molian	Yam
Alea Shinn	Yam
J.R. Patrono	Yam
Robby Shinn	Yam
Dusty Fountain	Yam
60	
Joe McIntyre	Kaw
Anthony Garcia	Kaw
Aaron Selden	Kaw
Bear Spencer	Hon
Justin Culberson	Kaw
80 BEG A	
Chris Daubitz	Kaw
Donnie Franklin	Kaw
Mark Kirk	Hon
Rooney Jordan	Hon
Brad Dean	Kaw
80 BEG B	
Joey Pratt	Kaw
Mike kurz	Yam
Travis Franklin	Kaw
Van Whitley	Kaw
J.J. Spencer	Kaw
80 NOV	
Brian Frye	Kaw
Matt Hitchcock	Kaw
Joe McIntyre	Kaw
80 INT	
Erick Poston	Kaw
Jason York	Suz
125 BEG	
Jason Case	Suz
Jud Cary	Hon
Tim Raper	Yam
Shannon Bangle	Kaw
Billy Bell	Hon
125 NOV	
Jason Edwards	Kaw
John Wise	Yam
John Qualls	Hon
Kevin McGlocklin	Kaw
Dwayne L. Donahoe	Yam
250 BEG	
Mike McCreary	Hon
Bryan Pruner	Kaw
Bob Katchmazenski	Hon
David Carlson	Kaw
Alan Grauley	Yam
250 NOV	
Bart Spears	Yam
David Langston	Yam
Bobby Christianson	Suz
Kirk Hantz	Hon
OPEN NOV	
Jim Morris	Hon
Cris Barton	Hon
Phil Plymale	Kaw
John Nienkamp	Hon
Ben Brown	Hon
OVER 30 NOV	
Jack Yost	Kaw
Jim Mallewick	Hon
Ralph Robinson	Kaw
Jeff Haney	Hon
Ron Filler	Yam
OVER 30 EX	
Rodney Young	Hon
Steve McCombs	Yam
Mitch Bennett	Yam
Chuck Tressidder	Hon
COMB INT	
Johnny Jones	Suz
Mark Lamb	Hon
Roger Hardman	Suz
J J Slagle	Hon
Mitch Bennett	Yam
COMB EX	
Dennis Hawthorne	Kaw
Clay Hoenshell	Suz
Terry Tinney	Suz
Mark Filler	Kaw

Motocross
CMC Trans-Cal
Final Point Standings
By Ken Faught

60 (0-8)	
David Keeney	202
Tony Catalde	191
Corey Hoeft	176
60 (9-11)	
Jason Shirey	186
Paul Ito	179
Drai Nichols	174
80 BEG	
Josh Boykin	319
Eric Schnell	295
Casey Hinkey	286
Tyson Kady	257
Mariano Whitlock	247
80 OPEN	
Phil Richmond	195
Jason DePatto	179
Jason Shirey	167
80 JR (12-16)	
Greg Schnell	291
Steve Hengeveld	284
Ryan Doty	262
Rusty Holland	260
Jeff Lewis	247
80 INT	
Billy Felts	311
Michael Brades	275
Danny Nelson	273
BIG WHL	
Brian Streuter	240
80 EX	
Buddy Antunez	319
Tommy Clowers	303
Spud Walters	272
125 BEG	
Marc Bunch	303
Donald Upton	299
Peter Gunter	279
Richie Sherman	265
Eddie Patterson	252
125 JR	
Joshua Dunn	292
Roger Saenz	288
Derek Meyer	260
Tiger Garcia	255
Mike Bulley	240
125 INT	
Jimmy Button	310
Robert Shipman	264
Bubba Erickson	255
Eddie Reed	235
Steven Kotajarvi	233
125 PRO	
Ty Davis	517
Kyle Lewis	498
Ryan Hughes	430
Randy Moody	389
Phil Lawrence	384
250 BEG	
Richie Sherman	310
Bobby Blenio	268
Steve Rassmussen	263
Kevin Belcher	260
Mike Ulrich	241
250 JR	
Jason McCormick	320
Chuck Bagwell	277
Gerry Johnson	268
David Zahrt	260
John Cameron	258
250 INT	
Billy Woods	270
Tracy Monterone	265
Eddie Reed	250
Duane Benner	228
Scott Takacs	226
250 PRO	
Ty Davis	529
Steve Lamson	468
Ron Turner	437
Ryan Hughes	379
Shawn Wynne	364
500 BEG	
Rob Edwards	322
Jaime Morton	424
Keith Phelan	252
Dan Townsend	231
Hank Walters	233
500 JR	
Frank Lowers	294
Ron Gilbert	290
Chuck Bagwell	262
David Thayer	252
Danny Jones	239
500 INT	
Ricky Lutz	308
Jon Nicolus	222
David Rosen	202
500 PRO	
Rich Mythen	442
Sean Conley	410
Mike Hooker	404
Gary Sailors	398
Pete Murray	379
VET JR	
Mark Stroup	290
John Stroup	263
Jim Diyprio	251
Gary Doggett	197
Tim Quinn	171
VET INT	
John Slingerland	285
Kenny Milsaps	258
Walt Olson	244
VET MSTR	
Robert Casper	317
Duane Hughes	305
VET PRO	
Ron Turner	329
Mark White	255
OT JR	
Jay Biery	314
Carl Ellert	206
OT INT	
Gary Doggett	328

Motocross
Mosier Valley MX
Euless, TX
Oct. 14

50	
Michael Medford, Jr.	Yam
J R Patrono	Yam
Trent Taylor	Yam
Dusty Fountain	Yam
Scott Hickey	Yam
60	
Joe McIntyre	Kaw
Shannon Smith	Kaw
Aaron Selden	Kaw
Bear Spencer	Hon
David Kirk	Hon
80 BEG	
Chris Daubitz	Kaw
Joey Praatt	Kaw
J J Spencer	Kaw
Mike Kurz	Yam
Mark Kirk	Hon
80 NOV	
Mike Shelman	Yam
Jeremy Langston	Yam
Brian Frye	Kaw
Matt Hitchcock	Kaw
John Heath	Hon
80 INT	
Doug Boyd	Kaw
Jason York	Suz
125 BEG A	
Vince Vedda	Hon
Shannon Bangle	Kaw
Billy Bell	Hon
Tim Raper	Yam
Matt Mathis	Yam
125 BEG B	
Darren Rose	Suz
Kevin Withrow	Yam
Robbie Floyd	Hon
Tecdy Moody	Hon
Bub Moore	Kaw
125 NOV	
Jason Edwards	Kaw
Brian Sarslow	Hon
Dwayne Donahoe	Yam
Rick Duppstandt	Kaw
Kevin McGlocklin	Kaw
250 BEG	
Richard Gomez	Suz
Bryan Pruner	Kaw
Jeff Burrows	Kaw
Bob Katchmazenski	Hon
Ron Lubbert	Yam
250 NOV	
Bobby Christiason	Suz
Mike Dunn	Suz
Mike McCreary	Hon
Landon Mitchell	Hon
Wayne Herbert	Hon
OPEN NOV	
Jim Bob Morris	Hon
Bill Fleming	Hon
Tori Hicks	Hon
Phil Plymale	Kaw
Randy Guinn	Hon
OPEN 30 NOV	
Jim Mallewick	Hon
Louis Presley	Yam
Ralph Robinson	Kaw
Jeff Haney	Hon
Danny Herrin	Hon
OVER 30 EX	
Rod Young	Hon
COMB INT	
Mark Lamb	Hon
Todd Bates	Hon
David Widmer	Hon
Dennis McCoy Jr.	Hon
EX	
Clay Hoenshell	Suz
Mark Filler	Hon
Greg Denison	Hon
Rod Young	Hon

Dirt Track
D-17 Dirt Track & Scrambles
1988 Final Point Standings
Bloomington, IL
By George Hinthorn

P/W	
Shane Garrisson	316
Shannon Wright	309
Randy Smith	279
Justin Filson	204
Micah Statler	78
MINI	
Steven Hall	181
Shane Garrison	113
Jess Robinson	40
Joshua Butler	10
125	
Dave Allen	181
David Stanfield	131
Chad Barth	125
200	
Greg Vogel	175
Greg Pickens	106
Steven Vigen	95
Matt Collier	89
Jim Kidman	69
250	
Dan Carter	301
Doni Holeman	279
Dave McNeil	216
Scott Huff	154
400	
Gary Brennan	177
Greg Calley	125
Mark Augenstein	92
Robert Collier	76
Greg Pickens	66
500	
Rick Knuth	292
Reed Bertolino	210
Terry Adams	138
Chip Perry	136
Jim Hinthorn	129
SR	
Les Eslinger	315
Gary Brennan	237
David Stanfield	209
Greg Calley	106
Stephen Brinker	105

Motocross
Central Missisippi MX
Pearl, MS
Oct. 16
By Lurthur Stowers

125 NOV	
Keith Davis	Yam
Mike Moak	Yam
Ronnie Johnston	Hon
Gary Speaks	Suz
Joe May	Yam
250 EX	
Scott Slay	Kaw
250 INT	
Jimmy McNair	Hon
David Redmond	Hon
Scott Moore	Yam
Leslie Wilson	Suz
Jeff Marek	Hon
David Burnham	Suz
MICRO MINI	
Jonathan Evans	Yam
Chris Dawson	Yam
60 AM	
Steve Melton	Kaw
SR	
David Redmond	Hon
Randyu Dawson	Kaw
Ken Allen	Hus
Daniel Boswell	Hon
Ladd Dilworth	Hon
Tim Benoit	Suz
Larry Watt	Kaw
ENDR	
Raynor Edwards	Suz
Nolan Holifield	Kaw
OPEN	
Scott Slay	Kaw
Jeff Marek	Hon
Marc Bessley	Suz

Motocross
County Line Raceway
Vance, AL
Oct. 8
By Dixie Cash

50	
Nigel Gunthanp	Yam
60	
Maosn Williams	Kaw
80 SR B	
Ernie Whitehead	Kaw
80 SR C	
Dale Newman	Kaw
Jeath Sewell	Kaw
Dewayne Jones	Yam
125 C	
Mark Williams	Kaw
Joey Machen	Kaw
David Brown	Hon
Russ Stephens	Hon
Gerald Lovoy	Yam
125 2YR & OLDER BIKE	
Marty Lucas	Kaw
Kenny Wesson	Hon
Kirk Edmunds	Kaw
Randy Fuller	Hon
Danny Burns	Kaw
250 B	
Danny Williams	Kaw
250 C	
Jeff Smith	Suz
Brian Coleman	Kaw
Chip Owings	Hon
250 2YR & OLDER BIKE	
Neil Clemons	Hon
James Key	Kaw
OPEN	
Chip Owings	Hon
Chris Abston	Hon
OPEN 2YR & OLDER BIKE	
Tim Taylor	Kaw
ENDR	
Kenneth Potts	Hon
Tom Snyders	Yam
Chris Sanders	Hon
Frank Dickinson	Kaw
SR	
Mike Gunthanp	Yam
Jim Morton	Kaw
PP	
Jackie Gunthanp	Yam
Carrie Morton	Kaw

Motocross
County Line Raceway
Vance, AL
Sept. 24
By Dixie Cash

60	
Paul Estes	Kaw
Roger Lucas	Yam
80 SR C	
Duane Bush	Kaw
Dale Newman	Kaw
Dewayne Jones	Yam
125 C	
David Brown	Hon
Mark Williams	Kaw
Russ Stephens	Hon
AAlan Vaughn	Kaw
125 2YR & OLDER BIKE	
Kenny Wesson	Hon
Mary Lucas	Kaw
250 B	
Danny Williams	Kaw
Duane Martin	Suz
250 C	
Chip Owings	Hon
Mike Estes	Kaw
Mike Smith	Kaw
Brian Coleman	Kaw
250 2YR & OLDER BIKE	
Tommy Cox	Hon
Neil Clemons	Hon
OPEN B	
Mike Kosloff	Hon
Alan Thomas	Hon
OPEN C	
Kirk Edmunds	Kaw
OPEN 2YR & OLDER BIKE	
Roy Dugger	Hon
Mark Bjusby	Suz
ENDR	
Kenneth Potts	Hon
ENDR 2YR & OLDER BIKE	
Jimmy Turner	Hon
SR	
Jim Morton	Kaw
OT	
Don Bush	Hon
Lloyd Newman	Hon
PP	
Jackie Gunthanp	Yam
Carrie Morton	Kaw

calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/26/89 Suzuka, Japan
4/9 Phillip Island, Australia
4/16 Laguna Seca, United States
4/30 Jerez, Spain
5/14 Mugello, Italy
5/28 Hockenheim, West Germany
6/4 Salzburg, Austria
6/24 Assen, Holland
7/2 Spa, Belgium
7/16 Le Mans, France
7/23 Rijeka, Yugoslavia
8/6 Donington Park, England
8/27 Brno, Czechoslovakia
9/17 Goiania, Brazil
9/24 Buenos Aires, Argentina
*Tentative

AMA Nat'l C'ship SX Series

1/28/89 Anaheim, CA
2/4-5 Seattle, WA
2/11 San Diego, CA
2/25 Atlanta, GA
3/4 Miami, FL
3/11 Daytona Beach, CA
3/18 Houston, TX
3/25 Tampa, FL
4/8 Dallas, TX
4/15-16 Pontiac, MI
5/6 E. Rutherford, NJ
6/3 Oklahoma City, OK
6/10 Los Angeles, CA

AMA 125/250cc Nat'l C'ship MX Series

4/2/89 Gainesville, FL
4/23 Sacramento, CA
4/30 Axton, VA
5/21 Southwick, MA
5/28 Mt. Morris, PA
7/2 Buchanan, MI
7/9 250cc GP New Berlin, NY
7/16 Troy, OH

AMA 125/500cc Nat'l C'ship MX Series

6/18/89 500cc GP Hollister, CA
8/20 Millville, MN
8/27 Washougal, WA
9/24 Binghamton, NY
10/1 Delmont, PA
10/8 Budds Creek, MD
10/15 New Berlin, NY
10/29 Hollister, CA

SCORE Int'l Off-Road Series

11/10-13 Baja 1000 Ensenada, Baja, Mexico
Info 818/889-9216

WERA Tsubaki/ GS Battery Endurance Road Race Series

11/5 Braselton, GA
Info 803/681-9372

WERA Grand Nat'l Final

11/3-6 Braselton, GA

Dragbike! Nat'l C'ship Series

11/18-20 Gainesville, FL

NETRA C'ship Enduro Series

12/4 Marlborough, CT

NETRA C'ship Hare Scrambles Series

11/6 Wrentham, MA

NETRA Turkey Run Series

11/27 Plympton, MA

NETRA Junior C'ship Enduro Series

11/12 Leominister, MA

SETRA C'ship Enduro Series

11/13 Maplesville, AL
1/15/89 Charleston, SC
1/22 Clinton, SC
1/29 Sumter, SC
3/5 Pelion, SC
3/12 Palatka, FL
3/19 Maxey, GA
4/30 Raeford, FL
5/14 Abbeville, SC

SETRA C'ship Hare Scramble Series

11/6 Possum Fork, SC
11/27 Greeneville, TN
12/11 Sanford, NC
2/5/89 Maxeys, GA
2/26 Sumter, SC
4/2 Sevierville, TN
5/21 Union, SC
Info 404/967-3630

FTA C'ship Observed Trials Series

11/13 Crooms, FL
12/4 Hernado, FL
1/8/89 Crooms, FL

AMA Florida Gold Cup State C'ship MX Series

11/6 Cocoa, FL
11/13 Tallahassee, FL
11/20 Dade City, FL
Info 813/822-8929.

WSMA Formula USA C'ship Series

11/5-6 Willow Springs, CA
Info 805/256-2471

ARRA C'ship Series

1/28-29/89 Willow Springs, CA
2/4-5 Willow Springs, CA
2/18-19 Willow Springs, CA
3/18-19 Willow Springs, CA
4/8-9 Willow Springs, CA
5/6-7 Willow Springs, CA
6/17-18 Willow Springs, CA
7/1-4 Willow Springs, CA
8/12-13 Willow Springs, CA
8/26-27 Willow Springs, CA
9/16-17 Willow Springs, CA
10/21-22 Willow Springs, CA
11/11-12 Willow Springs, CA
12/16-17 Willow Springs, CA

Golden State Enduro Series

11/20 King City/Coalinga
Info 714/643-9108

ATA C'ship Observed Trials Series

11/13 Indio, CA
12/3 Schreiber Cup Lucerne, CA
12/4 El Trial de Espana Lucerne, CA
Info 818/840-8120

STRA C'ship Observed Trials Series

11/13 Cullman, AL
Info 615/967-3008

Virginia C'ship Hare Scrambles Series

11/6 Martinsville, VA
11/20 Surry, VA
Info 804/255-4620

NESC C'ship MX Series

11/6 Middleboro, MA
11/13 Middleboro, MA
Info 413/772-0685

ECEA C'ship Enduro Series

11/13 Warren Grove, NJ

CVRG C'ship Vintage Series

Motocross
11/20 Sunnymead, CA

Sabine Enduro Circuit Series

11/6 Muenster, TX
2/19/89 Fort Hood, TX
3/5 Thurber, TX
4/9 Nacogdoches, TX
4/30 Rockne, TX
Info 409/722-7926

MXNW Super Series

5/6/89 Woodland, WA
5/21 Sandy, OR
6/4 Portland, OR
7/2 Albany, OR
7/16 Washougal, WA
Info 503/761-6042

Mickey Thompson Off-Road C'ship Series

1/21/89 Anaheim, CA
2/25 San Diego, CA
3/18 Seattle, WA
4/8 New Orleans, LA
4/15 Houston, TX
5/6 Pasadena, CA
7/15 Los Angeles, CA
*9/16 Denver, CO
*10/7 Las Vegas, NV
*Tentative
Info 714/938-4100

NOVEMBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

DECEMBER

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

• Denotes Pro Payback

November 4

CALIFORNIA MOTOCROSS
• CMC. Night Nat'ls. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA MOTOCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

November 4-5

VIRGINIA SHORT TRACK
• Motorsports of America. Roanoke Civic Center, Roanoke. Info 316/225-7041.

November 5

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
• Supercross of Ringgold. Ringgold. Info 404/937-3372.

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NOV. 13 LACR GP
NOV. 20 GLEN HELEN MX
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AMA
District 37 Calendar
Southern California
District 37 Competition Race Schedule For Nov. 1988
Date / Club / Race
Nov. 5, 6 — Prospectors M/C — G.P.
Contact: Lloyd Gonzales
Phone: (818) 841-8046
Location: Barstow
Nov. 6 — Checkpoint M/C — Enduro
Contact: Dana Bell/Grant Palenske
Phone: (213) 438-6527/(714) 643-9108
Location: Cougar Butte, Camp Rock Rd - Lime from Lucerne Valley
Nov. 13 — So-Cal M/C — H&H
Contact: Larry "Tank" Underwood
Phone: (818) 362-2380
Location: Tegial Wash - Red Mt. - Lime from 395 & Red Mt.
Nov. 24 — District #37 — H&H
Contact: Al Guzman
Phone: (619) 949-RACE
Location: Barstow to Vegas - Harvard Rd. at I-15 - Entry closed
District 37 Road Riding Schedule for Nov. 1988
Date / Organization/Event
Nov. 13 — Glendale Harley-Davidson
Phone: (818) 246-5618
Event: Love Ride V - This is a Non-District Point Event
Nov. 20 — Accessories Unlimited
Contact: Phyllis Williams
Phone: (805) 255-6522
Event: Newhall Loop - AMA Sanction - This is a Non-District point event
Nov. 26 — TRAC M
Contact: Gil Rojo
Phone: (818) 336-2893
Event: Barstow/Vegas
District #37 Dual Sport Schedule Nov. 1988
Nov. 6 — Dual Sport
Contact: Jim Pilon
Phone: (818) 353-5409
Nov. 25, 26 — Event: Ted Boody Memorial - Hanson Dam
Dual Sport
Contact: Jim Pilon
Phone: (818) 249-2141
Event: La/B/LV /LA/Las Vegas
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Minis 10:45 am (1 hr.)
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REGISTER: JJ'S CANTINA CHOLLA BAY, MEXICO
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TIME: 10:00 a.m. (SHARP)
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Long Beach 5210 Long Beach Blvd. (213) 423-8878
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GEORGIA MOTOCROSS
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GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
LOUISIANA HARE SCRAMBLE
LA State C'ship Series. Shreveport. Info 504/664-7015.
MARYLAND SHORT TRACK
• Optimist Club, Cockeysville/Baltimore County Trail Riders Indoor ST. Timonium State Fairgrounds, Timonium. Info 301/284-5330.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/791-8970 or 625-9987.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

November 5-6

CALIFORNIA ROAD RACE
• WSMA/Formula USA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
COLORADO TRIAL
RMTA Series. WTA (Utah) Moab. Trial/RMTA school/Club Trial. Grand Junction. Info 303/330-2923 or 475-2018.
NEW YORK MOTOCROSS
AMA/Long Island Sports Committee. Westhampton MX, Westhampton. Info 516/9928-0641.

November 6

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
Loris MX, Hazel Green. Info 205/828-4411 or 828-0987.
ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/258-RACE.
CALIFORNIA VINTAGE MX
Old Time Vintage MX for Novices over 40. Forty Plus Racing Group. Hollister Hills SVRA, Hollister. Info 408/335-3933.
CALIFORNIA MOTOCROSS
Over 25 World C'ship. Perris Raceway, Perris. Info 714/554-9442.
CALIFORNIA ROAD RIDE
9th Annual All British Road Ride/Ted Boody Dual Sport Memorial. AMA/D-37. Hansen Dam Park, Sylmar. Info 818/249-2141.
CALIFORNIA MOTOCROSS
CRC. DeAnza Cycle Park, Sunnymead. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC/CMMC. AXO Fall Finale. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA ENDURO
AMA/D-37/Checkpoint MC. Bad Finger Mountain, Lucerne Valley. Info 213/438-6527.
CALIFORNIA SUPERCROSS
Life's a Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
• Martinez Racing. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
NMA/SMX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Blue Mountain Timber Wolves. Schaad's Resort, Wilseyville. Info 209/334-5584 or 951-6206.
CALIFORNIA ENDURO
10th Annual Horny Toad Enduro. AMA/SDEA. Yuha Desert. Info 619/571-0155 or 277-2743.
CALIFORNIA MOTOCROSS
• CMC/IMI. IMI Raceway, Pearsonville/Ridgecrest. Info 619/446-7240 or 805/945-9113.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA HARE SCRAMBLES
Winter Series. Borderline Raceway, Tallapoosa. Info 404/941-8464.
ILLINOIS ENDURO
AMA Nat'l C'ship Series. Brush Poppers MC, Morrison. Info 815/772-2753.
INDIANA HARE SCRAMBLE
Red Fox TNT Team Scramble. Folsomville. Info 812/985-9459.
MARYLAND HARE SCRAMBLE
AMA/D-7. Delaware Enduro Riders. Scotten Farm, Conowingo. Info 302/834-4411.
MASSACHUSETTS HARE SCRAMBLE
NETRA C'ship Series. King Philip. Wrentham. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
MISSISSIPPI MOTOCROSS
Central MS MX, Pearl. Info 601/939-2017.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
NEVADA MOTOCROSS
• NV State C'ship. Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal MC, Harpursville. Info 607/693-1975.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills, Harrison. Info 513/738-3914.
OHIO HARE SCRAMBLE
Sunset Ramblers MC, Galion. Info 419/756-8601 or 614/389-5268.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OKLAHOMA CROSS COUNTRY
OCCRA. Lake Murray Riding Area, Ardmore. Info 405/632-3370.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Steel City USA, Delmont. Info 304/594-1157.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
SOUTH CAROLINA HARE SCRAMBLE
SETRA C'ship Series. Sandblasters of the Low Country MC. Possum Fork, Johnsonville. Info 919/579-4082.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE MOTOCROSS
TN State C'ship Series. Boyd's Creek, Sevierville. Info 615/453-8947 or 453-8546.
TENNESSEE MOTOCROSS
• AMA/Victory Sports. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TENNESSEE MOTOCROSS
Thunder Creek MX, Cleveland. Info 615/479-1340 or 472-6248.
TEXAS ENDURO
Sabine Enduro Circuit. Red River Enduro, Muenster. Info 409/722-7926 or 835-8512.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Mustang Tracks. Alvin. Info 713/488-8563.
VIRGINIA HARE SCRAMBLES
VA C'ship Series. Blue Ridge Cycle Club, Martinsville. Info 703/647-7621 or 632-1161.
VIRGINIA MOTOCROSS
AMA. T & M Racing. SME, Dillwyn. Info 919/473-5407.
WASHINGTON ENDURO
NMA. Mt. Baker MC, Saxon area, Bellingham. Info 206/676-1047.
WASHINGTON SCRAMBLES
Woodland Winter Track, Woodland. Info 513/667-5701.

November 9

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.

November 11

CALIFORNIA MOTOCROSS
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Mosier Valley MX Park, between Dallas & Fort Worth. Info 817/540-0815.
WASHINGTON ARENACROSS
MXNW Series. Clark County Fairgrounds, Vancouver. Info 503/661-6813.

November 11-13

CALIFORNIA MOTOCROSS
Western States Memorial MX, Blythe Raceway, Blythe. Info 602/993-4954.

November 12

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Perry Mountain MC, Reynolds Pasture, Maplesville. Info 205/874-4116.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA POKER RUN
SCEC. Lucerne Valley, Lucerne. Info 714/689-6114.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA SAND DRAGS/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA DRAGS
• Super Jam. Savannah Speedway Dragstrip, Savannah. Info 912/234-1719.
MARYLAND SHORT TRACK
Optimist Club, Cockeysville/Balto. County Trail Riders. Timonium State Fairgrounds, Timonium. Info 301/284-5330.
MASSACHUSETTS JR ENDURO
NETRA C'ship Series. Ball Hill Jr, Leominister. Info 203/875-5757.
MEXICO DESERT RACE
• JJ's Cantina, Rocky Point, Cholla Bay. Info 011/52/638-32785.
NEVADA SHORT TRACK
•Motorsports of America. Lawler Event Center, Reno. Info 316/225-1430 or 225-7041.
NORTH CAROLINA MOTOCROSS
Wheeling It, Inc. Maysville. Info 919/347-3972.
OHIO TRIALS
Observed Trials. Trials, Inc. Dayton. Info 216/327-2527.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX, Blanchester. Info 513/791-8970 or 625-9987.
TEXAS MOTOCROSS
TMC Fall Amateur Series. South Forty MX, Crane Info 815/558-3989.
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
WASHINGTON MOTOCROSS
MXNW Series. Woodland Winter Track, Woodland. Info 513/667-5701.

November 12-13

CALIFORNIA ROAD RACE
ARRA Series, 6-Hour. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
CALIFORNIA SAND DRAGS
USA Sand Drags.Glen Helen OHV Park, San Bernardino. Info 714/880-1733.

November 13

ALABAMA ENDURO
Annual Gobbler Getter. Perry Mountain MC, Reynolds Pasture, Maplesville. Info 205/366-4541.
ALABAMA TRIALS
Observed Trials. STRA C'ship Series. Cullman. Info 615/967-3008.
CALIFORNIA GRAND PRIX
SRA/Hermosa Beach Jaycees. Carlsbad Int'l Raceway, Carlsbad. Info 213/372-8145.
CALIFORNIA TRIALS
AMA/Plonkers Observed Turkey Trials, Indio. Info 213/321-5100 or 714/898-8151.
CALIFORNIA HARE & HOUND
AMA/D-37/So. Cal. MC. Spangler open area, Ridgecrest. Info 818/882-8743.
CALIFORNIA ENDURO
SCEC. Lucerne. Info 714/689-6114.
CALIFORNIA MOTOCROSS
• CMC. AXO Fall Finale. Perris Raceway, Perris. Info 714/261-6116.
CALIFORNIA GRAND PRIX
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
SMX/NMA Western USA #2. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA MARATHON
• CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA ENDURO
SCEC. Lucerne Valley, Lucerne. Info 714/689-6114.
CALIFORNIA MOTOCROSS
• PRRA/Holiday MX Series. Hollister Hills MX, Hollister. Info 415/968-1599.
CALIFORNIA MX/SHORT TRACK
Baylands Raceway Park, Fremont. Info 415/651-2545.
FLORIDA MOTOCROSS
• AMA Florida Gold Cup State C'shipSeries. Tallahassee. Info 813/822-8929.
FLORIDA TRIALS
FTA Observed Trials. Crooms MC Park, Brooksville. Info 904/596-0047.
GEORGIA MOTOCROSS
Hillbilly Hills MX, Roberta. Info 912/836-4400 or 836-4234.
ILLINOIS HARE SCRAMBLES
Shoal Creek Dirt Riders, Panama. Info 217/999-2076.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info 812/379-2312.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway MX, West Point. Info 502/351-4442 or 935-7674.
MARYLAND HARE SCRAMBLES
Antietam MC, Hagerstown. Info 301/797-8686.
MARYLAND MOTOCROSS
• AMA/D-7.Potomac MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.

NEW JERSEY ENDURO
ECEA C'ship Series. Motocycle Competition MC. Stump Jumper. Warren Grove. Info 609/829-7311.
NORTH CAROLINA MOTOCROSS
• Silver Creek Knob MX Park, Morganton.Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
Wheeling It, Inc. Maysville. Info 919/342-3972.
OHIO HARE SCRAMBLES
AMA/CERA/D-11. Chillicothe. Info 614/775-5738.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/42-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/681-9492.
OREGON MOTOCROSS
MXNW Series. Albany Supercross, Albany. Info 503/928-4474.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
AMA. Sandhill MX, Chesterfield. Info 803/623-2036.
TENNESSEE HARE SCRAMBLES
Victory Sports. Bristol Sports Park, Bristol. Info 615/323-5497.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE MOTOCROSS
• Smoky Mtn. MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TENNESSEE MOTOCROSS
Thunder Hill MX, Cleveland. Info 615/472-6248 or 479-1340.
TEXAS SCRAMBLE
Trail Riders of Houston. Mustang Tracks, Alvin. Info 409/245-5051.
TEXAS HARE SCRABLES
South TX HS Series/Dirt Bike Club of San Antonio. Zars Ranch. Info 512/735-0375 or 438-7594.
TEXAS MOTOCROSS
Skeeter MX, Alvin. Info 409/925-4232.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS SCRAMBLES
Trail Riders of Houston 13th Annual Fall Series. Alvin. Info 409/245-5051.
TEXAS MOTOCROSS
•Bastrop Raceway, Bastrop. Info 512/832-1274.
WASHINGTON TRIALS
Puget Sound Trialers. Goldbar. Info 206/353-4761.

November 15

MICHIGAN MUD BOG/MX
Bucks MX Club/Grosse Ile Jaycees/Kawasaki of Trenton. Grosse Ile Island Civic Center, Grosse Ile. Info 313/277-9812.

November 18

CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OREGON MOTOCROSS
MXNW Series. Salem Arenacross Fairgrounds, Salem. Info 503/928-4474.
SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

November 18-20

FLORIDA DRAGS
• Dragbike! USA Nat'l C'ship Series. 11th Annual Finals. Gainesville. Info 315/735-1661.

November 19

ASLABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA SAND DRAGS/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735..
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
MARYLAND SHORT TRACK
• Cockeysville Optimist Club/Balto. County Trail Riders. Timonium State Fairgrounds, Timonium. Info 301/284-5330.
MEXICO ROAD RACE
La Carrera Classic. San Felipe to Ensenada, Baja California. Info 213/464-5720.
NEVADA SAND DRAGS
• Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
OREGON ARENACROSS
MXNW Series. Salem Arenacross Fairgrounds, Salem. Info 503/928-4474.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

November 19-20

CALIFORNIA OFF ROAD RACE
Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA POKER RUN
Off-Road. 3rd Annual Toys for Tots. Slash-X Cafe, Barstow. Info 619/256-8617.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Plaster City East, Imperial County. Info 619/427-5759.
CALIFORNIA ROAD RACE
• WERA Pacific/Mountain Region, WSMA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.

November 20

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
CALIFORNIA MOTOCROSS
Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
NMA/SMX Western USA #3. L.A. County Raceway, Palmdale. Info 714/583-7486.
CALIFORNIA MOTOCROSS
SMX. CZ World C'ship & CVRG Vintage. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA SUPERCROSS
RCR/Life's a Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MINI MX
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC/Dodge Trucks/Gear Racewear Fall Finale. Sunrise Valley Cycle Park, Adelanto. 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX Marysville. Info 916/695-2727.
CALIFORNIA ENDURO
Golden State Series Finale. AMA/D-36 Benefit. Clear Creek Management Area, King City/Coalinga. Info 415/672-2769.
CALIFORINA ROAD RIDE
So. Cal. Sidecar Experience Series. Possee Run. Accessories Unlimited, Newhall. Info 818/366-3179 or 805/251-5051.
COLORADO TRIALS
RMTA Series. Club trial, Coup de Grace/Novice Shoot-Out. Cotopaxi. Info 303/330-2923 or 475-2018.
FLORIDA MOTOCROSS
• AMA Florida Gold Cup State C'ship Series. Dade City Raceway, Dade City. Info 813/822-8929.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA HARE SCRAMBLES
Borderline HS, Tallapoosa. Info 404/941-9050.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-0413 or 788-4227.
HAWAII ROAD RACE
Hawaii Raceway Park, Wahiawa. Info 808/235-0002 or 621-8660.
MARYLAND MOTOCROSS
• AMA/D-7. Potomac MX, Budds Creek. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Central MS MX, Pearl. Info 601/939-2017.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
NEVADA MOTOCROSS
• Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/693-1975.
NORTH CAROLINA MOTOCROSS
• SE MX Assn. Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA MOTOCROSS
AMA/D-13. Elizabeth City MC, Elizabeth City.
OHIO HARE SCRAMBLES
ERA. Thompson's Farm, McArthur. Info 614/444-9600.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: ______________________

Type of event: ______________________

Event sanction/promoter/sponsoring club: ______________________

____

Location of event: ______________________

____

City/Town : ______________________ **State :** ________

Phone number (with area code) for more information: ______________________

Your name: ______________________

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Vintage Class
**** Race $15.00 Pro $20.00 ****
Spectator
Adult $5.00
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Under 6 Free
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Gate 3 pm
Practice 4 pm
Race 5:30 pm
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SMX
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Sun. Nov. 6 Glen Helen
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Sat. Nov. 12 Perris
Sun. Nov. 13 DeAnza
(Western USA Series Round #2)
100% Pro Payback Saturday
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P.R.R.A. Hollister Hills, CA
Sun. Nov. 13; Holiday MX Series
Sun. Dec. 11; Holiday MX Series
Sun. Jan. 29; Holiday MX Series
Sun. Feb. 26; Holiday MX Series
(Alternate Date)
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Sun. Nov. 13 Fall Finale Perris
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Year 'round work available for experienced Jet Ski technician in large dealership located in the Sunbelt. Send resume to: CYCLE NEWS, Dept 63, P.O. Box 498, Long Beach, CA 90801-0498. (244-47)

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Manufacturer of motorcycle & automotive lines has full-time, permanent positions in the areas of Technical/Sales Advisors, order entry, expediting & parts & inventory management. Salary/benefits. NATIONAL CYCLE, INC. Maywood, IL. (312) 343-0400. (244)

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Service manager experience, Honda knowledge background preferred but not required. Self-motivated individual & strong seller & communicator. Vacations, health plan, life benefit plan, salary plus commission. Busy year 'round shop. SUNNYSLOPE HONDA, Phoenix, AZ. Ask for Rob, (602) 944-2639. (143-46)

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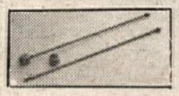

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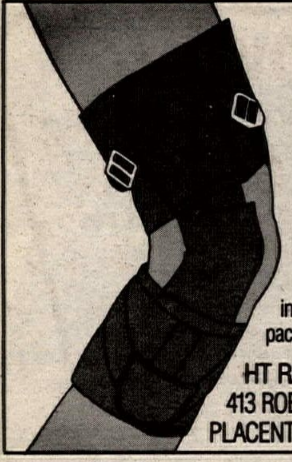

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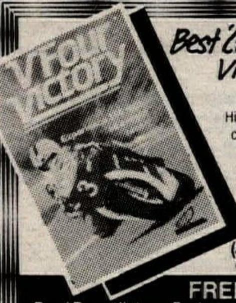

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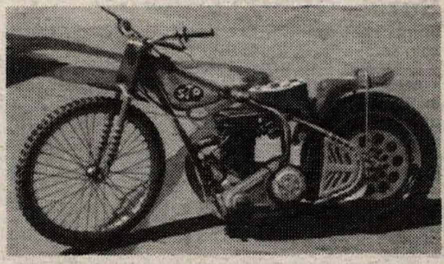

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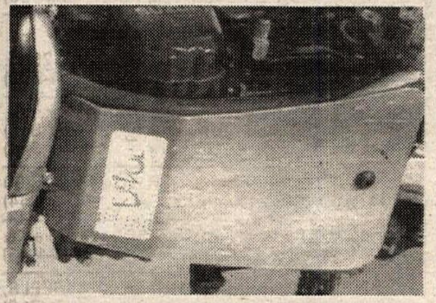

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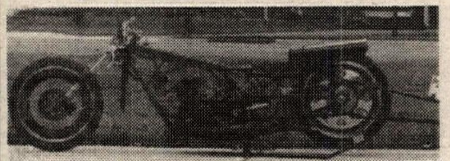

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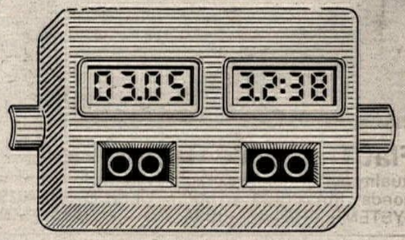

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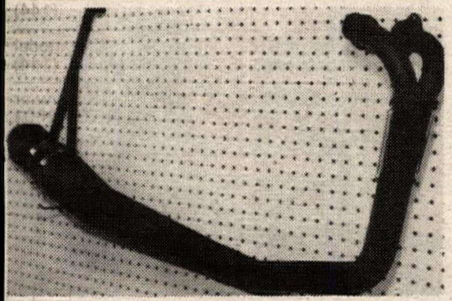

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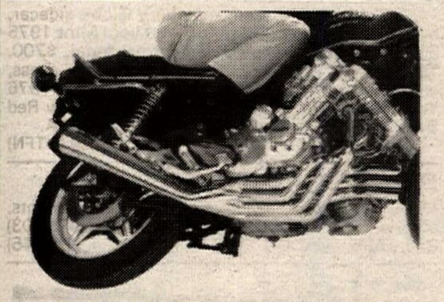

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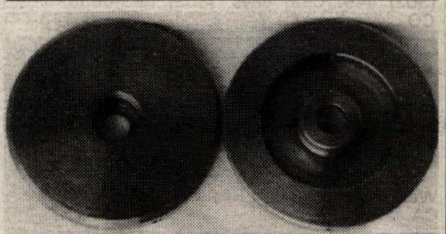

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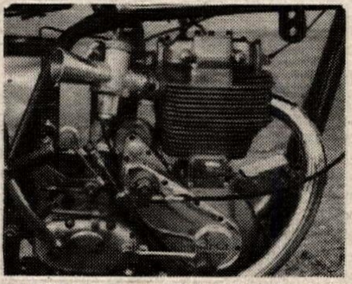

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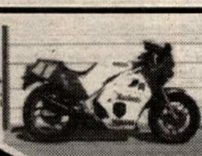

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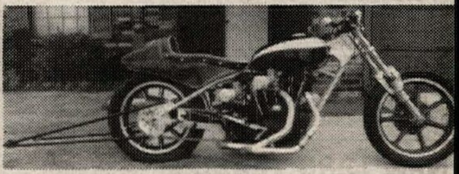

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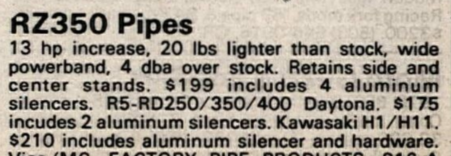

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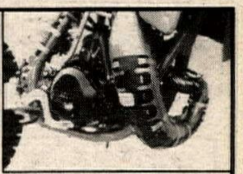

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Wind

(Continued from page 2)

and final round of the 1988 WERA Tsubaki/GS Battery National Endurance Road Race Series will be held. Going into the final endurance round, a scant 23 points separates first place Human Race Team and second place Team Suzuki Endurance. A full grid of 65 teams is expected to start the final endurance race.

HIRED: Tim Carrithers as associate editor of Motorcyclist magazine; Carrithers was previously similarly employed at Cycle magazine, which is now in the process of relocating to Newport Beach, California.

A tentative schedule has been released for the 1989 CMC Golden State MX Nationals. All eight events will be run in California with the first four comprising the pro series; the amateur series will cover all eight events. The series begins January 7-8 at Glen Helen OHV Park in San Bernardino then moves to Sandhill Ranch in Brentwood, January 14-15; Sunrise Cycle Park in Adelanto, January 21-22; Carlsbad Raceway in Carlsbad, January 28-29; Marysville's E Street Track, February 5; a soon to be announced southern California location, February 12; Prairie City OHV Park near Sacramento, February 19; and back to Glen Helen for the final round, February 26. Carlsbad's race on January 29 will be taped for telecast on TNN.

CORRECTION: In our September 21 issue's coverage of the August 27 MX at Goodtimes Motorsports Park in San Antonio, Texas, Pat Moore (Kaw) was incorrectly credited with the victory in the 250cc Novice class; Lamee Tabassi (Hon) was the winner and Moore finished second.

District 16 dirt track racer Gary Wollin, 35, of Fort Atkinson, Wisconsin, died on September 20 as a result of injuries suffered in a crash during the Senior class final at a half mile race in Illinois, September 18. Wollin is survived by his wife Terry and two children, Linde and Lance.

After a five-month hospital stay due to injuries suffered while prerunning the Baja 500 course, desert racer Morgan Molacco walked out of a San Diego, California, hospital last week and returned to his Phelan, California, home to begin a long period of rehabilitation.

If you have a supply of 4.00 x 19-inch Carlisle V-pattern universal tires or know of someone who does, contact ice race promoter Staton Lorenz. He'll put you in touch with ice racers who'll buy the tires. Call Lorenz at 616/941-0815.

The five-race Texas Arenacross Series will offer a $30,000 cash purse and will feature racing in the 125 and 250cc classes, plus four-wheel ATV competition. The opening race will take place in the Mesquite Rodeo Arena in Mesquite, November 18-20. Other rounds will take place in Tyler's Oil Palace, January 6-8; Odessa's Ector County Coliseum, January 13-15; Belton's Bell County Coliseum, January 20-22; and Ft. Worth's Will Rogers Coliseum, February 10-12. Pro races will be run on Friday and Saturday with amateur racing featured on Sunday at all events. For more information, contact Mike Kidd Promotions at 817/433-5507.

AMA President Ed Youngblood is among the motorcyclists who'll take part in the November 6 Ted Boody Memorial Ride which starts Sunday morning at Hansem Dam Park in Sylmar, California. Following the ride, motorcycles, cars and other assorted prizes will be raffled off with the proceeds going to the Boody Memorial Trust Fund.

Terry Vance (Suz) ended his drag racing career on a winning note as he downed Dave Schultz (Kaw) in the NHRA Castrol GTX Championship Series round at Pomona, California, October 30. Vance turned in a winning 8.022 second, 165.28 mph run, topping Schultz's 8.087/160.94. Despite winning the race, Vance came up short as far as the series title goes. Schultz won the title with a total of 7220 points with Vance finishing second with 6932 points.

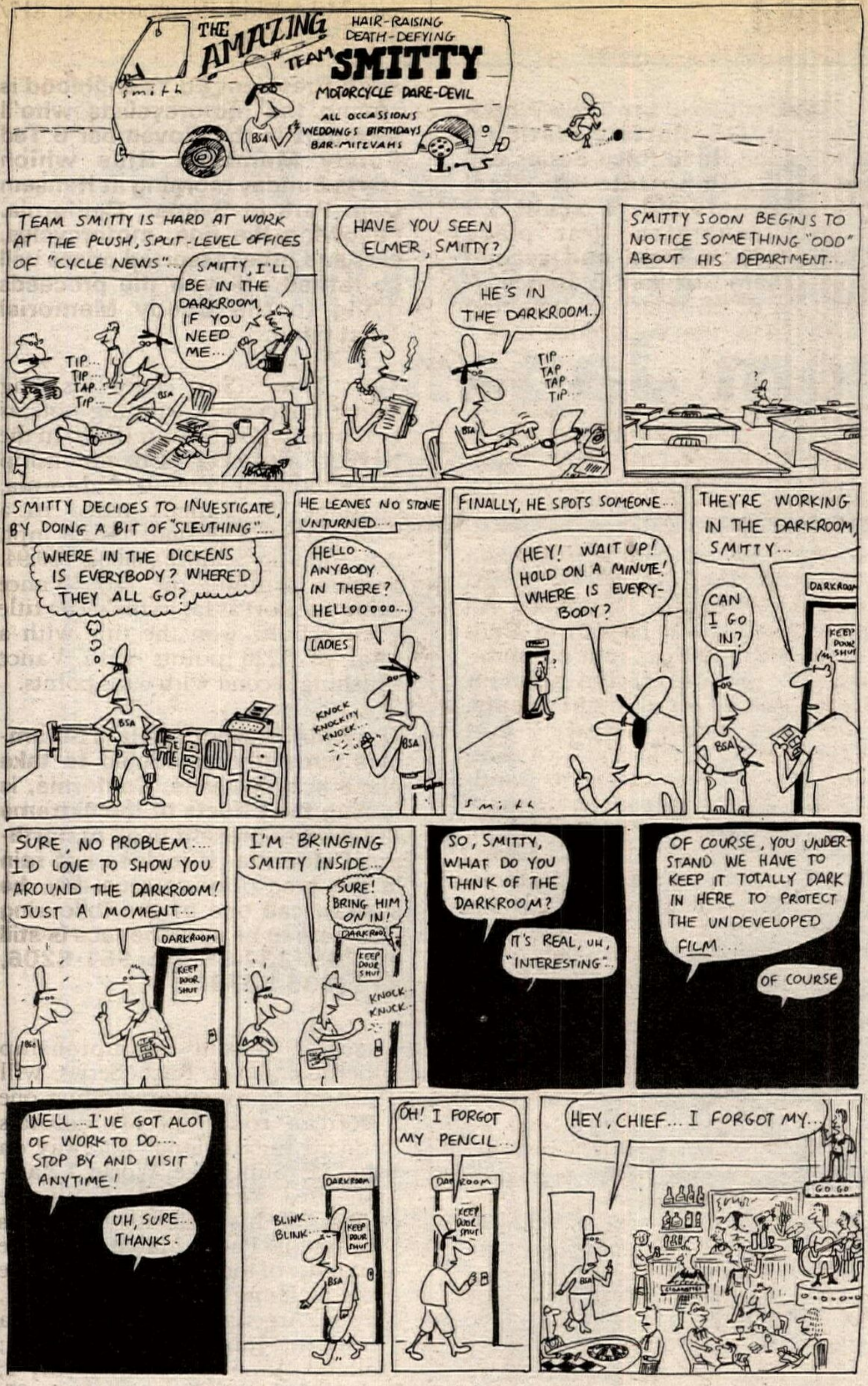
The AMA District 36 Hare Scrambles currently scheduled to take place in Wilseyville, California, is feeling the effects of the extreme fire danger present in all of northern California. If it does not rain in the area prior to race day, be sure to call one of the following numbers to be sure the race is still on: 209/334-5584 or 951-6206, 415/635-5073.

The 1989 World Championship Superbike Road Race Series will consist of 14 rounds, including one American round at Minnesota's Brainerd International Raceway on June 11. Superbike World Champion Fred Merkel will begin the defense of his title at England's Donington Park, March 26. The remainder of the series races will take place in Hungary, April 30; Brazil, May 14; Argentina, May 21; Canada (Mosport), June 4; U.S., June 11; Holland, June 22; Austria, July 2; France, July 30; Japan, August 27; West Germany, September 17; Sicily, September 24; Australia, October 8; and New Zealand, October 15.

Finish Line Products Co., the Patchogue, New York-based firm that specializes in repairing mashed exhaust pipes, has announced a contingency award program that is available to all clubs, organizations and promoters of motocross, hare scramble and enduro events. Interested parties should call 516/758-2777.

Requirements for a major routing change accompanied the one-day permit issued to the AMA District 37 Sports Committee by the BLM for the November 26 Barstow-to-Vegas Hare & Hound race. Because of a 65-mile route change, the race will no longer have any cross-country segments within the East Mojave National Scenic Area south of I-15 and is now routed completely away from the Soda Lake area. The rerouted race will be contained within the Boulder Transmission Corridor, according to Gerry Hillier, California Desert District Manager for the BLM. The race will cover approximately 167 miles from Alvord Road, north of I-15 near Barstow, California, to Stateline, Nevada.

BORN: Le Frederick Scott Taylor, son of Sarah Taylor, *Cycle News* circulation assistant, and Fred Taylor, October 26, at Long Beach, California.



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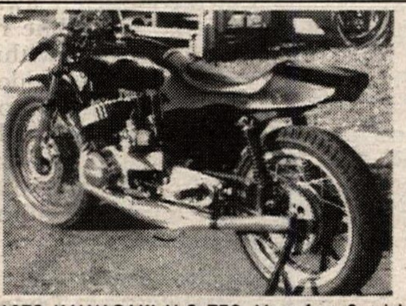

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ADVERTISER'S INDEX

A&A Racing Service ... 46
AFM ... 35
AGV U.S.A. Corp ... 43
Aero PA ... 43
Aerosupply Corp ... 38
Al Baker Racing ... 39
Alhambra Honda ... 46
American Competition ... 42
American Jawa Ltd ... 46
American Motorcycle ... 42
Andrews Honda ... 45
Andrews Yamaha-Kawasaki ... 45
Arias Industries ... 42
Baja Off Road Tours ... 45
Banzai Bros ... 45
Barr's Competition ... 46
Bates Industries ... 40
Beach Yamaha ... 46
Bel Ray ... 45
Bell Helmets ... 11,43
Bert's Motorcycles ... 35
Bieffe USA, Inc ... 39
Blue Sky Cycle Supply ... 44
BMW Of Daytona ... 46
BMW Of North America ... 43
Burbank Yamaha ... 33
C.L.A.S.S. ... 46
C.R.C. ... 33
Cagiva North America ... 43
Cal Fab ... 38
Candies Creek ... 34
Carb Parts Whse ... 39
Carl's Honda ... 40
Carolina Wheels & Props ... 45
CC Specialty ... 46
Ceet Products ... 46
Championship Cup Series ... 46
Chariot Mfg. Co ... 38
Clarke Mfg. Company ... 38
Class ... 45
Clet's Motorcycles ... 46
CMC ... 35
Competition Plus ... 21
Connecticut Cycle Works ... 40
Cosmopolitan Motors ... 40
Country Roads Inc ... 39
CRC ... 34
Cycle Industries Discount ... 41
Cycle Nuts & Bolts ... 41
Cycle Recyclers ... 44
Cycle Service Inc ... 33
Cycle South Inc ... 42
Cycle Specialties Athens ... 43
CZ Owners Club ... 21
D&D Performance Exhaust ... 41
Daeco ... 40
Dirt Rider ... 48
Dirt Shirts ... 46
Dirt Works ... 34
District 37 AMA ... 33
Don Brown Racing ... 35
Donnie Hansen MX Academy ... 42
Double Cross Racing Assn ... 35
Downhill's Suspension ... 40
Dr. John's MC Frame ... 41
Dunlop ... 45
Dunlop Racing Services ... 39
Duralube ... 42
E&E Enterprises ... 41
EBC ... 39
Earl Mark Productions ... 40
East Coast Suzuki ... 42
Ellis W. Taylor ... 41
Energy Control Systems ... 45
Engine Dynamics Co ... 42
Eric's Motorcycle Co ... 33
Euro Performance System ... 45
Extrude Hone Abrasive ... 43
F&L Company ... 38
Factory Connection ... 43
Falicon Performance Eng ... 42
Fast By Ferracci ... 46
Ferodo ... 45
Finish Line Products ... 42
Florida Motocross Club ... 33
Fredette Racing Products ... 46
G.P. Cycle ... 37
Freewheeling Honda ... 45
G.R. Home Video ... 45
G.T.G. Enterprises ... 44
Garvis Honda Town ... 42
Gary Baileys' MX School ... 41
Gary Nixon ... 40
Gear Racewear ... 40
GIO CA Moto ... 39
Great M/C Adventures ... 35
Griffs ... 42
Gustafsson Plastics ... 38
H&H KTM/Husq ... 29,42
HT Racing ... 38
Hall's Husqvarna ... 43
Halmar Video ... 38
Harley Davidson Motor Co ... 5
Heid's Hodaka ... 43
Hi-Point Trailers ... 40
Hickman Racing ... 43
Hogan Cycles ... 43
Honda of North Hollywood ... 29
Honda West ... 41
Hurst Yamaha ... 41
Hutchinson Cycle ... 46
I.C.O. ... 45
Inter-State Oil Co. ... 42
Interlube Int'l Inc. ... 45
International Speedway ... 35
JC Agajanian Ent. Ascot ... 19
Jim O'Neal Dist. Inc. ... 38
John Fowler Inc. ... 34
Kawasaki East ... 45
Kawasaki of Riverside ... 42
Kayo Corp ... 43
Ken Maely ... 43
Klempf's Triumph ... 45
Kosman Specialties ... 45
KTM America ... 38
Kustom Kraft Perf Spec. ... 38
LCS Racing Factory ... 43
Lectron Fuel Systems ... 42
Leitner Corp. (A-Trak) ... 42
Life's A Beach ... 13
Lou's Leathers ... 46
Lubri-Tech ... 42
M.P.C. ... 42
M.C.C. ... 39
Maier Manufactturing ... 40
Malcolm Smith ... 33
Master Link Publishing ... 39
Maxima ... 45
Mike's Cycle Parts ... 44
Montgomeryville Cycle ... 46
Mossbarger Racing ... 46
Moto-East USA ... 45
Motocross Fox ... 46
Motoplat Ignitions ... 40
Motorcycle Tire Works ... 34
Motorsports Printing ... 45
Moving Ad ... 19
Muzzy's R&D ... 41
NMA ... 35
Neil Keen ... 35
Nik's Distributing ... 21
Noleen Racing, Inc. ... 42
Northwest Sleeve Eng. Wrk. ... 43
Oakland Spt. Ctr ... 35
Orient Express MC Inc. ... 9
P.R.R.A. ... 35
Parts Unltd. ... 42
Paul Thede's Race Tech ... 45
Performance Cycle Serv ... 46
Performance Machine ... 41
Personal Cycle Service ... 39
Petaluma M/C Center, Inc. ... 38
Pirelli Tire Corp ... 39
PJ1 Corp ... 43
Pro Action Innovaitons ... 43
Pro Cycle KTM ... 45
Pro Italia Motors ... 45
Pro Pad Products ... 42
Pro Plates ... 45
Pro Trac Trailers ... 38
Pro-Tec Dallas Baker ... 41
Progressive Suspension ... 45
Proline Honda ... 42
PSI, Inc. ... 40
Racing Engine Components ... 41
Racing Engine Services ... 41
Rick Johnson ... 45
SRA ... 35
S.C.E.C. ... 33
S.R.E. ... 34
Sammy Tanner Distributin ... 41,46
San Jose BMW M/C Ctr. ... 38
Scotts Scooter Serv ... 41
Shoei Helmets ... 43
Shoup Enterprise ... 44
Slater Bros. ... 38,39
Sloan's Hon/Yam ... 40
SMX ... 35
Southwest Trail Boss ... 46
Spectro Inter. Cont. Lub. ... 19
Sport Racing Products ... 43
Sport Tracks ... 35
Sprocket Specialists ... 41
Steve Storz Performance ... 40
Stieler Industries ... 39
Stokes Honda ... 39,42
Street & Competition Cyc. ... 42
Sudco Int'l ... 46
Sunstar Engineering ... 42
Suzuki Country ... 39
SX Print ... 36
T.S.R. ... 42
Tapeworks ... 41
The Tryals Shop ... 39
Tony D MX School ... 39
Troy Lee Designs ... 40
UST, Inc ... 43
U.S. Kushitani ... 43
Uni Filter ... 39,44
USA Lubricants ... 34
Vance & Hines ... 34
Vance & Hines-Sun Valley ... 38
Vanson Leathers ... 44
Video Ad ... 15
Videos By Prof. Bailey ... 45
Vince Warren ... 37
VPE-Boyesen ... 43
WRK ... 41
Walt-Schaffer Cycle Sup ... 41
Web-Cam ... 41
Werkbonn, Inc ... 43
Wheel Works ... 34
Wheelsports ... 43
White Bros Cyc Spec ... 41
Willies Cycle Salvage ... 42
Wiseco ... 45
Works Performance ... 46
Yamaha Motor Corp (USA) ... 24,25
Yamaha Of Wilmington ... 44
Yoshimura East ... 39

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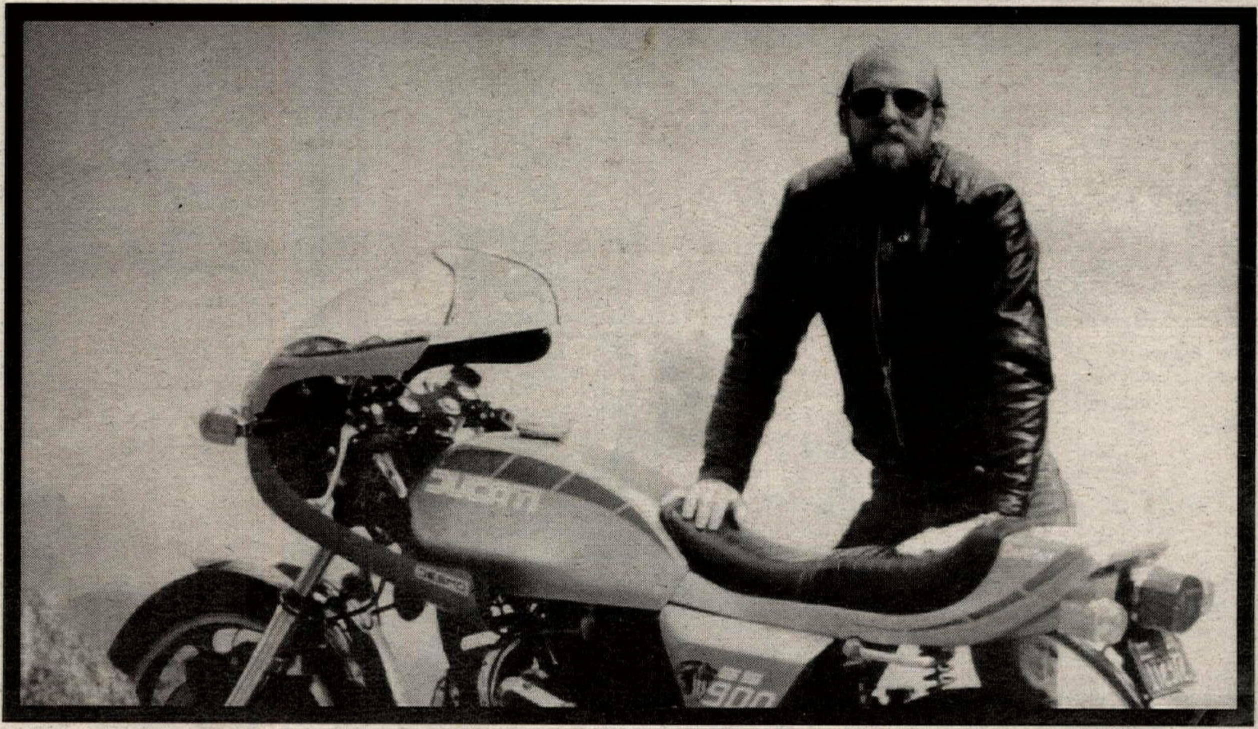

Professional background: "My degree is in psychology, but I've been a gearhead since I was eight years old. When I was 14, my dad wouldn't let me have a car, but he said I could have an engine. I went to a junkyard, bought a '54 DeSoto engine, rebuilt it, hopped it up, and started it up on a stand in my garage. I raced a dragster in college and after graduation went to work for the UOP Shadow team, building engines for Formula 5000, Can-Am and Formula One cars. I later became sales manager for Illinois Kawasaki and a charter pilot. I was asked to join a group that was developing an aircraft engine based on an auto racing engine I'd worked on. I helped design and build the prototype and became flight engineer during testing. After that, I bought the dealership."

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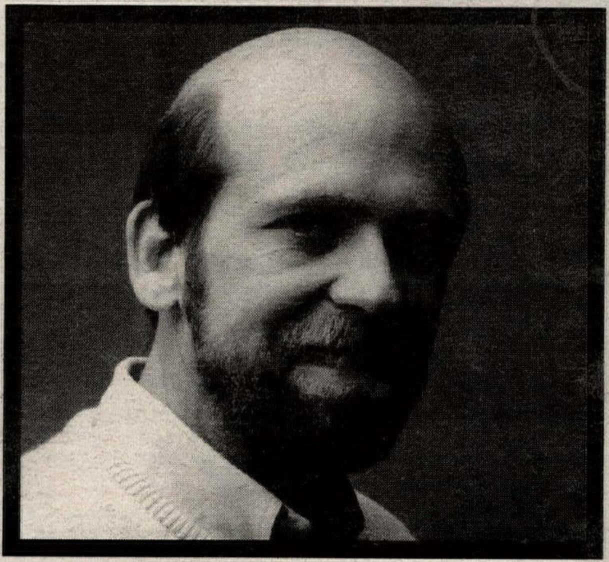
Bikes currently owned: Kawasaki 750 Ninja; Kawasaki KX250; 1976 1200cc Rickman/Kawasaki; 1966 W1 Kawasaki 650; 1968 W1SS Kawasaki 650; 1984 Kawasaki KLR600



Magazine: "MOTORCYCLIST is the only magazine that does project bikes and promotes modifying and working on your bike. It's a lot more than just road tests on the latest things you can buy from Japan. The graphics are a cut above everything else on the market, it's written intelligently and correctly from an engineering standpoint, and it has a real creative flair. The editors are people totally involved in motorcycling, and you never know what they're going to come up with next."

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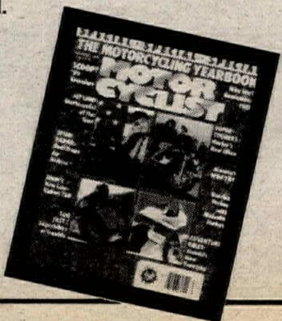
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